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六拜禮 號五十月六英港香 SATURDAY, JUNE 15, 1929. 日九初月五
DOLLAR OF DEMAND 1/2 1/6d.
Lighting up Times 10.30 p.m.
High Water: 6.42 a.m.
Lower Water: 6.42 p.m.

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2-ton chassis H.K. \$2,500.00

THE DRAGON MOTOR CAR CO., LTD.
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ATLANTIC FLIGHT ACHIEVED.

NARROW SQUEAK FOR FRENCH FLIERS.

PETROL AND WATER ALMOST EXHAUSTED.

LANDS IN PORTUGAL.

With fuel almost completely ex-
hausted and her radiator rapidly
smoking dry, the French mono-
plane "Yellow Bird" landed on a
beach in Portugal yesterday morn-
ing, thus completing the first flight
across the North Atlantic in 1929.
The airmen, Rene Lefevre and
his colleagues, had a very narrow
squeak, as the wires below will
dicate, but the machine behaved
perfectly.

An American boy has been
found on board as a stowaway.

Wireless News.

London, June 14.
The Cunard liner "Laconia"
released from Latitude 48.56 N.
Longitude 24.30 W. that she could
not find the trans-Atlantic plane "Yel-
low Bird" working.
The steamer "Mugara" in Lat.
41 N. Long. 22.10 W. reports
at all is well with the "Yellow
Bird".

The wireless message from the
squad adds that a strong
westerly wind is blowing and it
raining fairly heavily.
The British wireless station at
Portland learns from the French
ship "Rochechouart" that the vessel
has picked up a wireless mes-
sage from the Atlantic airmen,
dated at two o'clock this morning,
saying that owing to heavy con-
sumption of fuel, in battling
against strong headwinds, the
aeroplanes have changed their
course and are now heading
for the Azores and the Portuguese
coast.

Fliers' Decision.

From New York, a report states
that the "Yellow Bird" at 2.45 a.m.
today was approximately 200
miles from the Portuguese coast.
The airmen intend to land there
to take on more fuel.

Later,
it is learned from Bordeaux
that the "Yellow Bird" has been
sighted near the coast of Por-
tugal.

Safe Landing.

Santander, June 14.
The "Yellow Bird" has landed on
a beach near Comillas. The
aeroplanes were practically exhausted,
and suspected in the United States,
where it is a stowaway on board.

Later,
When the trans-Atlantic plane
landed this morning, she had
most run out of fuel and her
radiator was practically dry.
After re-fuelling the plane will
start in the early morning across
the Bay of Biscay for Paris.

The Stowaway.

The stowaway is believed to be
a boy named Arthur Schreiber,
of Portland, Maine, whose mother,
for the plane had started, told a
newspaperman that her son had
announced his intention of hiding
on the plane.

The "Yellow Bird" which has
completed the first flight across
the United States this year, started
at 10.10 a.m. (American Time)
yesterday.
She is piloted by Rene Lefevre
and Jean Asolant, and carried the
luggage of the flight, M. Armand
Grievé, as wireless operator. The
machine is a huge cabin mono-
plane, weighing four and a half
tons laden.—*Reuter.*

Previous Flights.

Following is the list of all trans-
atlantic flights and the dates on
which they were made:

May 8, 1919—The U.S. Navy's
C-4, in charge of Lieut. Com. A.
R. Read, assisted by E. F. Stone
and W. Hilton, left Rockaway,
N. Y., and flew to Plymouth, by
way of Azores, Portugal and Spain
in 57 hours and 10 minutes flying
time, 4,514 miles. Two other
flights failed.

May 19, 1919—Harry Hawker and
Lieut. Com. Grievé, British aviators,
flying from Newfoundland to
(Continued on Page 8.)

SHANGHAI ISSUES FOR U.S.

MR. FESSENDEN MAY TAKE MATTERS UP.

WASHINGTON TRIP.

Shanghai, June 15.
While official expressions are
lacking, it is generally believed in
foreign commercial and political
circles that Mr. Stirling Fessenden,
the Director-General of the
Municipal Council, will act in the
capacity of an unofficial envoy from
Shanghai while visiting Washing-
ton this summer.

It is stated that he will apprise
the State Department of the Shang-
hai viewpoint regarding extra-ter-
ritoriality, the rendition of the
Provisional Court, and other ma-
jor issues which are now pending.
Mr. Fessenden, who has long
been the Dean of the American
legal fraternity in China, censur-
ing practice recently when accepting his
present position after serving as
Chairman of the Municipal Council,
declines to discuss the political
aspects of his journey, and says he
is merely taking his first vacation
in eight years. He is sailing by
the Empress of Russia on June
29th.

Mr. Fessenden admits, however,
that he expects to spend a con-
siderable time at Washington.—*Our
Own Correspondent.*

BRITAIN IN TENNIS MATCHES.

KEEN TUSSLE IN DAVIS CUP COMPETITION.

Budapest, June 14.
In the European zone semi-final
for the Davis Cup, Britain and
Hungary have so far each won a
singles match.

Kehring (Hungary) beat
Gregory (Britain) 5/7, 7/5, 6/7,
6/2, 6/3.

Austin (Britain) beat Takacs
(Hungary) by 6/4, 6/2, 6/2.
Eastbourne, June 14.
In the first days' play of the
Anglo-American tennis tourna-
ment, the United States secured
two wins.

Hennessey (America) beat W.
Powell (Britain) by 7/5, 5/7, 6/1,
5/7, 6/2.

Van Ryn (America) beat Lester
(Britain) by 6/3, 6/1, 6/0.—*Reu-
ter.*

SUDDEN DEATH IN THE CITY.

HAWKER COLLAPSES OUTSIDE BANK.

This morning, shortly after
9.30, a hawker named Ko Hon,
about 50 years of age, was about
to enter the Hongkong and
Shanghai Bank for the purpose of
withdrawing some money from
the savings bank department when
he suddenly collapsed.

He was accompanied by a son,
who got him into a public chair,
but the man expired within a few
moments. It appears that he had
been ill for some time.

NEW UNITED STATES AMBASSADOR.

GENERAL DAVES ARRIVES IN ENGLAND.

London, June 14.
General Daves, the new Ameri-
can Ambassador to London,
arrived at Southampton this after-
noon in the White Star liner
Olympic.

He declined to make any state-
ment upon international matters.
—*British Wireless.*

BROOKLYN DRY DOCK EXPLOSION.

THREE KILLED AND SEVEN INJURED.

New York, June 14.
Three people were killed and
seven injured as the result of an
explosion in Brooklyn dry dock.
The explosion was caused by a
leakage from an oil tanker.
The material damage was very
slight.—*Reuter's American Service.*

BRITISH AMATEUR GOLF TITLE.

AN ANGLO-SCOTTISH FINAL.

AMERICAN BEATEN IN GAME OF SENSATIONS.

SMITH'S GREAT FEAT.

London, June 14.
John Dawson, the last and best
of the American competitors in the
British Amateur Golf Champion-
ship, was defeated in the semi-final
to-day in a match producing one
of the most sensational finishes in
the history of the event. Dawson's
opponent, the "dark horse" of the
tournament, made a brilliant re-
covery to win on the nineteenth.
Dawson was dormy three, and
lost!

Cyril Tolley also qualified for the
final after a needle match with Rex
Harley.
An all-British final will, there-
fore, delight the spectators at
Sandwich to-morrow.

The sixth round results were:

C. J. H. Tolley (Royal Liverpool)
beat Major Thorburn (R. and
A.) one up.

J. Smith (Earl's Ferry) beat the
Hon. Michael Scott (St.
George's) 2 and 1.

R. W. Hartley (Sunningdale) beat
E. Tippet (Langley Park) 5 and
3.

J. Dawson (America) beat A. J.
Evans (Kent) 6 and 5.

The semi-finals resulted as fol-
lows:

Tolley defeated Hartley one up.

Smith beat Dawson at the 19th.

An Unparalleled Feat.

Jack Smith, who meets Cyril
Tolley in the final, made this pos-
sible by an unparalleled feat in the
history of the championship.
Smith's brilliant achievement consisted
in the winning of the match after
his opponent, joint favourite with
Tolley for the title, had become
dormy three.

Smith's victory assured an
Anglo-Scottish final. It was
secured during half a gale and a
downpour of rain.

Dawson appeared quite unper-
turbed by the weather conditions
and by superlative play gained a
lead at the turn, becoming dormy
three at the fifteenth.

He appeared to be rattled, how-
ever, when he was slack with his
drive at the sixteenth. Smith
pressed home his initial advantage
and won the sixteenth, and with
Dawson temporarily shaken he
won the seventeenth and eight-
teenth to square the match.

The Crucial 19th.

Smith drove gloriously at the
crucial 19th, and his second shot
was equally perfect. Dawson's
second fell just short of a bunker,
and he put his third a yard from
the pin. Smith placed his third
within two feet. Amid greatest
excitement Dawson's putt was
seen to hit the hole and jump out.
Smith sank his putt for victory.

Tolley's Win.

In the other semi-final, different
conditions prevailed. If Tolley won
a hole, Harley squared at the next
and so on. The players struggled
tremendously, the golf being of high
quality.

Tolley was all square at the turn,
but though he played some dazzling
shots, he could not shake off Har-
ley. Eventually Tolley became
dormy one, and the eighteenth be-
ing halved, he qualified for the final.

Tolley's Earlier Let-off.

Cyril Tolley almost suffered de-
feat in the sixth round, Major
Thorburn holding a lead of two
holes with four to play. Thor-
burn's little chip shots were a fea-
ture of the early holes. He won
the third, the first two being halved,
but Tolley, although in the sixth,
from the tee, squared at the sixth,
Thorburn missing a short putt for
a halved. The seventh and eighth
were halved, and Tolley won the
next, where Thorburn was bun-
kered for the first time.

Both were out in the splendid
figure of 35, Tolley turning one
up. Thorburn squared the match
at the 10th, won the 11th, and
halved the next two. Tolley
became two down at the long four.
(Continued on Page 2.)

FINAL ELECTION RESULT.

RUGBY SEAT RETAINED BY CONSERVATIVES.

HOW PARTIES STAND.

London, June 14.
Parliament has now been com-
pleted by the result of the election
at Rugby, which was delayed
owing to the death of the Labour
candidate, Mr. H. Yates. The
result of this election was:

Capt. Margesson (Con.) 15,147
Mr. Morgan (Lab.) 11,588
Mr. Bernays (Lib.) 10,158

Con. majority 3,559

At the last General Election,
Captain Margesson polled 14,434;
Mr. A. E. Brown (Liberal) 10,527,
and Mr. Yates (Labour) 3,768.

The final state of the Parties is
as follows:

Labour 289.
Conservatives 260.
Liberals 58.
Independents 8.

The Labour total includes the
former Liberal, Mr. W. Jowitt,
K.C., who is now Attorney General
in the Labour Government.

Mr. Tom Kennedy has been
appointed Chief Government Whip.
He is the General Secretary of the
Social Democratic Federation,
was Deputy Whip of the Labour
Party from 1925 to 1927, when he

AEROPLANE RAIN-MAKING EXPERIMENTS.

Soon to be Carried Out in Hongkong.

SPRINKLING THE CLOUDS.

We learn on enquiry at the
Kai Tak Aerodrome that
instructions have been given
for the carrying out of experi-
ments to induce rainfall.

For this purpose two aéro-
planes will probably be used,
and the Royal Observatory
will inform the Aerodrome
officials when conditions are
most suitable for this purpose.

The idea is to sprinkle a
certain powder on rain-laden
clouds, this lowering the
temperature and possibly
precipitating a downpour of
rain.

was appointed Chief Whip. He
was previously Scottish Labour
Whip, and in the last Labour
Government was a Lord Commis-
sioner of the Treasury.—*Reuter.*

"TOTE" INNOVATION.

LEADING BANKS MAKING ISSUES OF CHITS.

London, June 14.
The advent of the totalisator on
English racecourses will bring
with it a new scheme which will
enable racegoers to attend meet-
ings without carrying large sums
of money.

The big banks have agreed with
the Racecourse Betting Control
Board to issue to their customers
books of chits of denominations
varying from £1 to £100 which can
be handed to the totalisator clerk
instead of cash.

The winnings on such chits will
be automatically credited to the
banking account of the owner.
—*British Wireless.*

AMERICA'S BIG SURPLUS.

Washington, June 14.
President Hoover has announced
that the Government will close the
fiscal year for 1929 with a surplus
of from \$100,000,000 to \$110,000,-
000.—*Reuter's American Service.*

U.S. FARM RELIEF BILL.

Washington, June 14.
The Senate has approved the
Farm Relief Bill without the ex-
port debenture plan.—*Reuter's
American Service.*

WATER SHORTAGE REGULATIONS.

POWERS GIVEN TO GOVERNMENT.

TRIBUNAL TO DECIDE HIRE & COMPENSATION.

ASSESSORS TO HELP.

The Gazette contains regulations
in connection with the water short-
age giving the Director of Public
Works authority to commandeer
vessels, water supplies, etc., and
also making provision for hire
and compensation in connection
with such commandeering.

A tribunal is appointed to decide
the hire and compensation. This
comprises a Judge of the Supreme
Court and two assessors, one
appointed by the Governor and the
other by the claimant. The full
text of the regulations is as
follows:

Any Type of Vessel.

1. It shall be lawful for the
Director of Public Works, or any
person authorised by him, to take
possession of, use and control,
and to adapt if necessary, any
water boat or lighter, or any other
vessel which he may think suitable
for the purpose of conveying or
storing water, and any launch or
other steamship which he may
require for towing any such water
boat, lighter or other vessel.

2. If the Director of Public
Works takes possession of any
water boat, lighter or other vessel,
or any launch or other steamship,
under the powers conferred on
him by Regulation 1 of these regu-
lations, the owner of such water
boat, lighter or other vessel or of
such launch or other steamship,
shall be entitled to be paid a reason-
able amount by way of hire in
respect of each day during which
the water boat, lighter or other
vessel, or launch or other steam-
ship, remains in the possession of
the Director of Public Works, and
shall be entitled to be paid a
reasonable amount by way of
compensation in respect of any re-
conditioning necessary any such
amount to be determined in case
of disagreement by the tribunal
referred to in Regulation 5 of
these regulations.

Supplies Also.

3. It shall also be lawful for
the Director of Public Works, or
any person authorised by him to
take possession of, and to use and
control, for such period as he may
think fit, any source of water
supply, and any land, reservoirs,
piers, works, pipe lines, machinery,
or other things held or used for
or in connection with such source
of water supply.

4. If the Director of Public
Works exercises any of the powers
conferred on him by Regulation 3
of these regulations, any person
who thereby incurs any direct loss
by reason of interference with his
property or business shall be
entitled to reasonable compensa-
tion in respect of such loss, such
compensation to be determined in
case of disagreement by the tri-
bunal referred to in Regulation 5
of these regulations.

The Tribunal.

5. The tribunal referred to in
Regulations 2 and 4 of these
regulations shall consist of such
one of the Judges of the Supreme
Court as the said Judges may
mutually agree, and two assessors,
one appointed by the Governor and
one appointed by the claimant to
hire or compensation. The said
assessors shall assist the said
Judge with information and advice
as he may require, but the decision
of any claim shall rest solely and
finally with the said Judge.

Tanker Chartered.

The s.s. Fu Kwang, which has
been chartered by the Government
to transport water, is a tanker of
1,400 tons belonging to the Asiatic
Petroleum Company. She is now at
Shanghai loading a full cargo of
water. She will sail for Hongkong
as soon as possible.

FLIGHT POSTPONED.

Reykjavik, June 14.
The "Sverligr" flight has been
postponed until spare parts for a
new engine are available.—*Reuter.*

Bulls and Inners

□ □ From Office the Butts. □ □

Talking of rain-producing
agencies, why doesn't the Govern-
ment encourage the K.C.C. to hold
band concerts more frequently?

A man charged with stealing
water-buckets was let off on ex-
plaining that his own had been
stolen. Apparently His Worship
has had experience of the old
Army game.

"The water cannot last from
say, 9 o'clock in the morning to
the same hour next day—fully 12
hours," says a writer in the
Sunday Herald, who no doubt, at
the time of writing, was feeling
like calling it a day.

One case of Chinese brandy was
reported last week.

Looks as if the Baldwin Govern-
ment was sworn into office and
then cussed out.

We understand that certain
Kowloon flat-dwellers are con-
templating a subscription to enable
their young soprano to go to Italy to
complete her studies.

Some people are inclined to
marvel at the unexpected,
even when they have brought it
on themselves.

One thing about the good
old days, when a man kissed
his sweetheart he didn't taste
anything but girl.

Some queeno-
rious receptacles
are to be seen
in the streets
these days.

With a little luck and persev-
erance, our Sunday contemporary
which speaks of Gascogne Road
hunters following hard after a
reference to Gascogne Road,
would be sure to get it right.

Cuthbert writes to know why
they are going to use a dry dock
as a reservoir—couldn't they get a
wet one?

In this wonderful Isle of Beauti-
ful Streams
(A name which the poets
ascribe to).
The silvery ripples are now as
mere dreams—
That's the practical way to
describe it.

Forget all past visions of water
to spare
And verses reflecting false
beauty?

Let all of us exercise caution
and care.
And take pride in just doing our
duty.

"The woman who thinks no man
is good enough for her is right,"
says a feminist. And very often
left too.

The number of revolving office
chairs manufactured locally
suggests that the Colony is becoming
highly civilised.

New Simile—As belated as the
appearance of the experts' reply to
the criticisms of the "Kausing."

A street cop has been fined
for stealing a customer's luggage.
This is carrying things too far.

The annoying thing about pro-
gress is that twin beds and two-
seater prams came in after twins
went out of fashion.

The Government station on
Tuesday broadcasted "Drowsy
Waters." The rains are a bit slow
in coming.

"Ride-a-cock-horse" is an old-
fashioned course
That the Banbury ladies no
longer endorse;
The two-seater's hooter, with
high note or low,
Is the music they're taking
wherever they go.

It is suggested that the Hong-
kong amateur dramatists should
produce "Rain" in the near future.
Everyone would want to see it.

[A Municipal Council has been
advocated as one of Hongkong's most
urgent needs.]

There's one thing we need in
Hongkong,

Where things are so apt to go
wrong—

A Council of men,
Say eight, nine or ten,
Whose views are as sound as
they're strong:

A Council to tackle affairs,
Not lie back in big comfy chairs:
Real "men on the spot"
Who know just what's what,
Not puppets who give them-
selves airs.

Nor do we want ranters who
foam,
Men badly equipped in the dome.
Why not a petition
With due expedition
To the Empire's new leaders at
Home?

What is the difference between
the Hongkong Government and the
Hongkong and Shanghai Bank?—
\$260,000.

Some people in Hongkong are
going to be very annoyed at seeing
their names in the local journals
in connexion with drinking water.



Dissatisfied Clerk: Look
here, sir! I've been doing the
work of three people for some
time now, and I want a rise.
Employer: I can't let me
have that, mon, but if you'll let me
have the names of the other
two, I'll sack 'em!

The Bateman cartoon is yet to
be drawn depicting local tuff-
which speaks of Gascogne Road
hunters following hard after a
reference to Gascogne Road.

"George"—One good way to
cure insomnia is to decide that
you'd better get up and do some
work.

"Owner-Driver"—We doubt
whether, as you suggest, one per-
son in every fifteen Europeans in
the Colony can drive a car. You
must be thinking of the proportion
of licences issued, which isn't
quite the same thing.

A man has just completed an im-
portant experiment. He had cross-
ed his carrier pigeons with parrots,
so that when lost they can ask the
way home.

Former King Ferdinand of Bul-
garia is chasing butterflies in
Africa. Some of other ex-royal
people do their butterfly-chasing
in Paris.

Dr. Crandall of the Bronx Zoo
has just returned from New
Guinea and he reports the cannib-
als won't eat you unless they kill
you. Apparently these people
have been much maligned.

If things become much worse,
there won't be enough water left
for the Government to wash its
hands of the responsibility.

Ladies used to be vaccinated on
the leg, but with the arrival of
these new socks, we expect that in
future they will only be vaccinated
on the spur of the moment.

The May Rodent who was over-
heard to remark "One cannot be
expected to do without one's daily
bath"—should be held under one
for half an hour!

[Will it ever come to this?]
There was a young gent of
much hauteur,
Much sought by each ma with a
daughter—

And to those in the know
He had plenty of dough:
The proof—that he only drank
water!

Venezuela's trouble with Cura-
cao may prove to be merely one
of these little after-dinner affairs.

"Hoots, mon," as the Scotsman
said when he was asked what the
rubber bulb on his car was for.

Columbia Electro Graphophone RECORDS BY WILL FYFFE

961 I'M 94 TO-DAY
I BELONG TO GLASGOW
9108 THE ENGINEER
Dr. Mcgregor
9468 SAILING UP THE CLYDE
COME AND SEE THE BABY

The Anderson Music Co., Ltd.

Distinguished Service

Brings Rewards to People—
as to Pens.



Parker Duofold helps people beat the average by doing its daily work visibly better than the average pens.

And as with this pen, so it is with men. The market for Excellence is over active. The world has a standing order for Distinguished Service.

If you're the timber that Success is made of, go try the pen that can speed you on your rise.

A pen with an Over-size barrel made of Non-Breakable Permanite instead of rubber, as formerly. Its point is guaranteed 25 years not—only for for mechanical perfection but for wear!

See this distinguished pen at the nearest pen counter. But look for the imprint "Geo. S. Parker," so flattering imitations can't deceive you.

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SHANGHAI WATER.

MR. SUTHERLAND RETURNS TO HONGKONG.

Mr. R. Sutherland, of Messrs. Jardine, Matheson and Co., Ltd., returned to Hongkong from Shanghai by the Atsuta Maru yesterday, having completed arrangements in the northern port for the transport of water to Hongkong.

Mr. Sutherland stated that everyone in Shanghai with whom he discussed the situation in Hongkong had proved most helpful. There is a plentiful supply of good filtered water available in Shanghai which can be brought down to Hongkong.

The lighterage difficulty is non-existent as pipes are laid on to the wharves at Shanghai and the loading of steamers while lying alongside presents no difficulty.

A Shanghai Interview.

The Shanghai Waterworks Co. are prepared to give every assistance at their disposal for the shipment of water to Hongkong in the event of the necessity arising out of the present unprecedented drought which has overtaken the Colony, stated Mr. C. D. Pearson, Engineer-in-Chief and General Manager to the company, in an interview with a representative of the Shanghai Times.

He expressed the hope, however, that this necessity would not arise as it would entail considerable expense on the part of the Hongkong authorities.

Mr. Pearson pointed out that estimating the population of Hongkong at 500,000 (it is actually 875,000) and striking an average of 20 gallons of water per day per person it would require 10,000,000 gallons to give anything like a moderate supply. This would mean anything between 45,000 and 60,000 tons of water to be shipped from Shanghai which was a task of no mean order. Still, given proper vessels the Shanghai Waterworks could supply this amount daily.

Suitable Vessels.

The difficulty would be in obtaining suitable vessels. Just how it was proposed to carry the water in the event of the contingency arising he could express no definite opinion. The ordinary ballast tanks in even large vessels would be far from adequate and the cost of fitting out ships with tanks specially for the work would be a costly and lengthy undertaking.

Mr. Pearson added that he had discussed the matter with several people following the publication of the report from Hongkong, but he had not definitely been approached by the Hongkong authorities. He understood that a representative from the Colony was due in Shanghai to make arrangements in case of emergency but what these would amount to he could not say.

(It should be pointed out that the present consumption in Hongkong, with existing restrictions, is 3½ million gallons a day. The Shanghai figures are based on consumption with little or no restriction.)

Tanker Chartered by the Government.

The first tanker to be chartered for the transport of water to the Colony is the Fu Kwang, a 1,400 ton vessel belonging to the Asiatic Petroleum Company.

She has been secured by the Government for such time as her services may be necessary. She is now in Shanghai, and on receipt by her owners of the charter papers, which have been signed by the Governor, will be despatched to Hongkong.

It is intended to use her for the transport of water from Wong Moon, on the West River, and her cargo will be delivered to the tanks now erected along the water front.

Other Cargoes Coming.

Further supplies of water are expected during the next few days. This morning the President Adams

of the Dollar Line is due in port with 350 tons, and on Monday the Hangsang and the Empress of Russia are both due and will bring between them some 400 tons more. On Wednesday the Blue Funnel liner Cyclops will bring 600 tons, and the B. and S. steamer Sunning will bring about 400.

Arrangements have been made with Butterfield and Swire by the Government for a regular service of two ships a week which will transport to the Colony a total of 3,200 tons, which is being brought free of charge, on the condition that 700 tons of that amount shall be reserved for the ships of the company which arrive from ports where potable water is not available. The net advantage to the Colony through this arrangement will be 2,500 tons of water a week.

The Secretary of the Water Emergency Committee has been authorised to address letters to Messrs. Butterfield and Swire, the Bank Line, the Douglas S.S. Company, the Canadian Pacific Steamship Company, the Peninsular and Oriental S.S. Company, the Dollar Line, and Jardine Matheson and Company, thanking them for the services they are rendering to the Colony in the present state of emergency in transporting water. These letters have been prepared and are to be sent out immediately.

It is expected that the Nippon Yusen Kaisha and other Japanese steamship lines will also offer their services to bring water in ballast when the occasion offers.

Protestant Cargo.

One of the latest ships to arrive with a large cargo of much-needed water was the Blue Funnel liner Proteus, which brought 1,000 tons, this being at once transferred to water boats and pumped into the tanks which have been erected at the ends of Water Street, Sand Street and Hill Road.

The Secretary of the Emergency Committee is writing letters to all hotels and boarding houses improving on them the need for the greatest care in the conservancy of water.

Supply Near Lantau.

During the past week or so intensive efforts have been directed to locating supplies of fresh water which could be easily transported to Hongkong and it is understood that some success has attended this work so far. A wide area has been covered but the prime object of the search has been to discover supplies comparatively close to Hongkong so that the distance over which the water has to be brought is as short as possible.

It has always been thought that some of the surrounding islands might conceivably offer supplies large enough to warrant use being made of them and we understand that a good supply of water has been discovered in the Lantau district. On one of the islands there are two natural reservoirs, one above the other. They measure about 50 feet by 30 feet and are about 30 feet deep.

The water source consists of a stream which is believed to have been running for a number of years. Water flows continuously from two valleys into the two natural reservoirs and while no particularly accurate calculation has yet been made the rate of flow is estimated at between 50 and 60 tons an hour. If this is so, then the daily yield from this source would appear to be in the neighbourhood of at least a quarter of a million gallons. It may be of course that when fuller investigations are made the yield will be found to exceed this.

Runs Into the Sea.

The surplus overflow on the island, that is the water which cannot be stored in the natural reservoirs, runs away into the sea. It is believed that a simple dam could be constructed below the reservoir to conserve the supply now running to waste. In this event the point of storage would be about thirty yards from the foreshore. Less than a quarter of a mile from the shore there is a depth of water of 14 feet and this would appear sufficient for the average water boat.

If this source of supply is utilised it seems likely that work similar to

CORRESPONDENCE.

A SUGGESTION.

[To The Editor of Hongkong Telegraph.]

Sir,—This Colony is now facing a very serious crisis and one that may grow to dimensions which will dwarf our troubles of 1925 to a more passing annoyance. Thus the Hon. Mr. Trautman at the first meeting of the Water Emergency Committee.

That the situation is getting really serious, no one will deny. Neither will anyone gainsay the fact that the Government is doing its best (though a very poor best) to cope with the crisis. The foregoing being granted, I venture the opinion that it is about time to stop "kicking" at the Government's lack of foresight.

Why not, Sir, bury the hatchet for the time being, and renew the attack on the powers-that-be when conditions have returned to normality?

The Hon. Mr. Trautman also hinted at the possibility of employing temporary District Watchmen for supervisory work in connexion with the distribution of water. Why go to unnecessary expenses? Are there not more than 200 names on the Special Constabulary list? Is not the Colony in a state of emergency?

I am confident, Sir, that those gentlemen who offered their services so cheerfully during the 1925 troubles will do so again if called upon. So far as I know, all the Specials have their complete equipment with them and can, therefore, go on duty at a very short notice.

The Specials can relieve the regular police on duty at the fountains; thereby saving the poorer Chinese from spending their time at Police Courts. (I quite realise that the peace of the Colony must be preserved, but I do think that the Police can, at present, profitably follow Nelson's example. It is a crying shame that the poorer Chinese should be arrested for fighting—not being able to get it otherwise—for a wee drop of water! It gladdens one's heart to see the lenient view taken by the Magistrates.)

I wonder if our Police Reserves would care to help in patrolling the fountains and hydrants? Yours, etc.,

LUVA BATH.

that recently done at Tsin Wan will be carried out. As explained yesterday, a pipe has been laid along a temporary bamboo pier which extends out to sea so that the water-boats can come alongside. It is understood that further investigations are to be made of the Lantau supply.

Steam Laundry Service.

The Steam Laundry Company are undertaking a real public service in supplying water to the public in the neighbourhood of its premises. The Laundry uses well water for its business and the management have made arrangements whereby the water is taken outside the premises and supplied to the public by means of four taps. A large number of Chinese have taken advantage of this kind offer, and the Company's public spiritedness is highly commended.

Prayers for Rain.

The Sikh community of Hongkong has started the uninterrupted recital of their Holy Scripture (i.e. Akhand Path) at the Sikh Temple. The recital will be completed on Sunday, when prayers for the relief of the people of this Colony from water shortage will be offered as well as thanksgiving.

The members of the community, as well as those who are able to understand the verses of the Holy Scripture—Gurm Granth Sahib—are cordially invited to join and attend the Service.

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3.30	6.30
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5.00	7.30
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EXTRADITION CASE.

DEFENCE MAKES FINAL SUBMISSIONS.

The concluding stage of the extradition proceedings instituted against Yip Tim, whose surrender to the Canton authorities is sought on charges of banditry and kidnapping, was reached yesterday afternoon, at the Central Magistrate's Court before Mr. E. W. Hamilton.

Mr. Hin-shing Lo submitted that the value of the evidence must be assessed on its merits.

The accused had committed no wrong in the Colony. Apparently he was wanted by some authority in a country now in a state of utter chaos. The allegiance which the fugitive owed to the law of this Colony gave him the right to its protection. Counsel urged that his Worship would give due weight to a fair interpretation of the Extradition Ordinance, born as it was of the spirit of the Tientsin Treaty, and to the assertion of the Common Law.

Counsel quoted the views of Sir Francis Pigott, a former Chief Justice of the Colony, who was considered to be something of an authority on extradition matters.

In respect of the Magistrate's power of committing the accused, he asked his Worship to draw a judicial distinction between his power of committing a criminal as defined under Section 76 of the Magistrates Ordinance, and his power of committing in an extradition case like the present one.

Having quoted from authorities, Mr. Lo argued that the committal power conferred by the Magistrate's Ordinance, as regards an indictable offence, was necessarily restricted, in an extradition case, by the proviso of Section 10 of the Extradition Ordinance, which, while basing that power on the evidence heard, made it subject to the provisions of the Extradition Ordinance.

The provisions to which that power was subjected were summed up in the words "as nearly as may be" appearing in Section 9, and also in the preamble of the Extradition Treaty of 1889, which in its turn was derived from the spirit of the Tientsin Treaty, and which read that "upon due requisition the criminal may be searched and arrested" etc., and again "upon due proof of guilt the criminal may be delivered up," etc.

Foreign and Local.

Counsel argued that the foreign accused stood in a position disadvantageous when compared with the local offender, in that his surrender was being asked to a country possessing a judicial system, which if not imperfect, was distinct from British ideas, and he was without the three-fold protection as extended to the local indictable offender, as represented in the persons of firstly the committing Magistrate, secondly the Judge and thirdly, the Jury. Counsel submitted that his Worship should discharge the prisoner because, although there might be *prima facie* evidence of guilt, the circumstances were so obscure, the intent so doubtful and the testimony so conflicting that he thought the jury would not convict if he were sent to them as an indictable offender amenable to local justice.

There was also the point that the prisoner after being released might be proceeded against by the Chinese authorities on another charge, and in that event be without the benefit of the plea of *autrefois acquit* effective in a local criminal case.

Coming to what he regarded as a crucial point in the case, counsel touched on the question of identification, in which he said that a photograph had played an important part. The allegation was made by the fugitive that a photograph taken of him after his arrest had been used as a means of assisting the identifying witnesses.

The matter raised was of sufficient gravity to have caused his Worship to take notice and make a separate order to the police officials concerned with the case to investigate. In the course of the investigation, a photographer's shop was located, and a foki found who stated to Counsel that six copies were taken of what appeared to be a "handcuffed prisoner." Meanwhile, the photographer's shop had vanished into thin air, and the foki had likewise disappeared from view.

Photograph Admitted.

Counsel reviewed the evidence where the existence of such a photograph was admitted by the witnesses for the Crown. The fact remained that a photograph was taken to assist identification, and it was a wrong thing to do, and against a fundamental principle of British justice.

His Worship observed that it was brought out in evidence that the witnesses knew the fugitive all their lives. Consequently, his Worship thought the alleged use of the photograph could not have created much difference.

Mr. Lo replied that his client's case all along had been that with

PROMISSORY NOTE.

WOMAN DEFRAUDED BY ANOTHER WOMAN.

That plaintiff had been defrauded was the comment made by Mr. Justice Wood at the Summary Court yesterday afternoon when Molmuna Razack, alias Loung Hop-fong, of 48 Russell Street described as a widow, sued the Pang Yui Sing firm of Mongkok and a woman named Chan Tai-koo for the sum of \$610, being balance due on a promissory note dated June 8, 1926.

Plaintiff was not represented while Mr. F. X. d'Almada Jr., appeared on behalf of the Pang Yui Sing firm.

In the box, plaintiff informed his Lordship that it being a long time since the promissory note was drawn up, there were many things which she had forgotten. She remembered that she lent \$1,230 to Chan Tai-koo, it being understood between them that the latter was to pay 41 instalments of \$30 a month. \$620 had been returned, continued plaintiff, but no further payment had been made. Chan Tai-koo had not been seen for a long time and, in answer to a question by his Lordship, plaintiff expressed her ignorance of Chan Tai-koo's whereabouts.

Husband's Firm.

Plaintiff knew that Chan Tai-koo had a share in the Pang Yui Sing firm, which as far as plaintiff was aware, was opened by missing woman's husband, who left the firm in her charge when he died. She had been over to the firm at Mongkok to look for Chan Tai-koo, but although she was unable to locate her, plaintiff did not ask the firm for money.

Questioned by Mr. d'Almada, plaintiff stated that she did not ask for money because she did not know anybody there.

"So you know only Chan Tai-koo in this deal?" asked Mr. d'Almada.

Plaintiff explained that on previous occasions when Chan Tai-koo borrowed money from plaintiff, it was customary that a brother or a sister of Chan Tai-koo was present to sign the promissory note. On this occasion, however, nobody was available and so Chan Tai-koo suggested having the Pang Yui Sing firm's chop on the note in the place of other signatures. Plaintiff having no objection this arrangement was accordingly carried out, but plaintiff did not see the note being chopped. She was given the note after everything had been done.

The Defence.

In defence, Mr. d'Almada said that Chan Tai-koo had no share in the Pang Yui Sing firm, which has been owned by a man named Woo Hak-fook for the last eight or nine years. Mr. d'Almada denied that the chop on the promissory note belonged to the firm, showing his Lordship a list of the firm's chops among which there was one which closely resembled that in the note, but Mr. d'Almada pointed out, two words were missing. That being so, said Mr. d'Almada, the chop was not valid.

Woo Hak-fook, the owner of the Pang Yui Sing firm, was the next witness called and he denied that the chop in the promissory note belonged to his firm. He had been owner of the firm for eight or nine years, he said, and during that time Chan Tai-koo never at any time had any share in the firm.

In his summing-up, his Lordship said it seemed to him that Chan Tai-koo was a fraud. There was no evidence to prove that the chop had been properly put on. Moreover, said his Lordship, there was no signature of the manager of the firm under the chop and it seemed to him that the transaction was between plaintiff and Chan Tai-koo. There was no evidence to show that the Pang Yui Sing firm was implicated in it at all.

Judgment was given for the Pang Yui Sing firm with costs and the case against Chan Tai-koo was adjourned sine die.

the exception of one man, his client did not know any of the witnesses. But the use of the photograph to facilitate identification was illegal. Such illegality became more defined when the question of an *alibi* entered, as it did in the present case.

Counsel referred to the conflict of evidence as revealed in the present case. He asked for credibility for his own witnesses, one of them, he said being a well-known Chinese Army commander who had established an *alibi* for the fugitive.

Mr. Lo submitted that two witnesses called by the Crown had lied against the life and liberty of the accused, one of them in the matter of the photograph which had such a crucial bearing on the case.

The case was adjourned until 11.15 this morning, when it is expected that his Worship will give his decision after an address by Mr. L. R. Andrews on behalf of the Crown.



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NOTICE.

NOTICE is hereby given that the partnership hitherto existing between SECUNDINO ANTONIO LOPES and HENRIQUE REMIJIO SEQUEIRA under the styles or firm names of "H. R. SEQUEIRA & Co." and "THE BRUNSWICK HOUSE" has on this 6th day of June, 1929, been dissolved and that as from the said 6th day of June, 1929, The said HENRIQUE REMIJIO SEQUEIRA will carry on the said business under the said styles or firm names of "H. R. SEQUEIRA & Co." and "THE BRUNSWICK HOUSE" at No. 17 Ice House Street, Victoria Hongkong; perform all contracts and agreements, benefits and advantages which have been entered into with the said H. R. SEQUEIRA & Co. and/or THE BRUNSWICK HOUSE and bear and pay all debts and liabilities incurred prior to and inclusive of the said 6th day of June, 1929, and all other debts and liabilities incurred subsequent to the said 6th day of June, 1929, in connection with the business of the said "H. R. SEQUEIRA & Co." and/or "THE BRUNSWICK HOUSE."

Dated the 6th day of June, 1929.

(SIGNED) S. A. LOPES.
(SIGNED) H. R. SEQUEIRA.

WATER SHORTAGE.

The Water Emergency Committee will welcome suggestions bearing upon the WATER SHORTAGE in all its phases.

Suggestions should be forwarded to the Secretary, c/o P. W. D. under cover marked "Suggestions."

By Order,

H. S. ROUSE,
Secretary, Water Emergency Committee.

CHURCH NOTICES.

To-morrow the Third
Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong, June 16th, 1929. 3rd Sunday, after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Peak Sunday School, 10 a.m. Matins, 11 a.m. Preacher: The Lord Bishop of Victoria, Holy Communion 12 noon. Evensong, 6 p.m. Preacher: The Rev. H. V. Koop.

Union Church, Kennedy Road, Sunday, 16th, June, 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher, Rev. F. C. Young. Hymns, 654, 760, 12, 540. Evening Service, 6 p.m. Preacher, Rev. F. C. Young. Hymns, 47, 581, 559, 681.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "God the Preserver of man." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

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London, May 6.

Dr. Hugh Windsor Bell, aged 42, and his wife, Henrietta Constance Mowbray Bell, aged 34, of Oakley-street, Chelsea, S. W., appeared again at Marylebone Police Court on Saturday charged with the manslaughter of Miss Kathleen Alexandra Kelly, aged 22, of Holland Park-avenue, Notting Hill, W., who is alleged to have died in a nursing home following an operation in a Kensal Rise house.

The Magistrate, Mr. Hay Halkett, decided to discharge Mrs. Bell, but remanded Dr. Bell until to-morrow.

When the hearing was resumed on Saturday, Mr. E. J. Dowty, sales manager to a firm of wholesale chemists in Clement's-lane, gave evidence that Dr. Windsor Bell made a purchase there on April 8, and gave a £10 note in payment.

Miss Iris Sylvia Roberts, a nurse, said that she gave Mrs. Windsor Bell a face massage on April 8, and Mrs. Bell also paid her bill with a £10 note. Mrs. Bell had other Bank of England notes in her possession.

Miss Ellen Simpson, assistant head matron of a nursing home in Welbeck-street, W., gave evidence as to Miss Kelly's death at 4.20 a.m. on April 9, after an operation by Dr. Richardson the previous evening.

Miss Norah Patricia Gwendolyn Kelly, a sister of the dead girl, giving evidence, stated that Dr. Bell told her that he had been paid 75 guineas "for this business."

Mr. H. D. Roome—Did he say who had paid him?—No.

Mr. St. John Hutchinson (for Dr. Bell), asked Miss Kelly if she knew of her sister's condition, and she said that she did not.

Mr. Hay Halkett—At no time did you ever have the opportunity of asking her who got her into this condition?—No.

Woman's Evidence.

Mrs. Ivy Dora Capper was then called, and gave an address in Whitmore-gardens, Kensal Rise, N.W.

She had known Dr. Windsor Bell about four years, she said, and added: "I have great faith in him as a doctor."

"I am not asking you that," Mr. Roome remarked.

She then described how she first met Miss Kelly, and how, in order to help her, she offered to take her to see Dr. Bell.

On Saturday, April 6, Miss Kelly came to her flat at Kensal Rise bringing luggage. Twenty minutes later Dr. Bell arrived, and she left him with Miss Kelly.

On Saturday evening, she said, Dr. Bell called again, and again on the Monday morning.

Later he came into the dining-room, and said he wanted to telephone for a specialist and an ambulance.

Mr. Roome—Did you never ask him what was wrong?—No, it was not my trouble.

That same evening Mrs. Capper said, she went to Dr. Bell's house, where Miss Kelly had been taken to see how she was.

"Dr. Bell said the little girl might die. Mrs. Bell said, 'I must have done this,' and also said something about her children's future. She kept saying to me, 'You must say I did it!'"

Mrs. Bell's Collapse.

While Mrs. Capper's evidence was being read over, Mrs. Bell, who had been given a chair outside the dock, collapsed. She was carried out by three police officers, and Dr. Bell was permitted to leave the dock to attend her.

At this point Mr. Halkett referred to the evidence against Mrs. Bell, and said: "I do not think any jury would convict, and I shall discharge her."

When the case for the prosecution was concluded, Mr. Halkett said: It appears to me that this man ought to be sent for trial for murder.

Mr. St. John Hutchinson submitted that Dr. Bell should not be put to the greater pain of being committed on a charge on which there was no likelihood of his being convicted or even tried.

Mr. Halkett agreed to leave the charge as it was, and formally remanded Dr. Bell until to-morrow on bail.

LADIES GOLF.

STROKE COMPETITION ON
THE NEW COURSE.

In connexion with the ladies section of the Royal Hongkong Golf Club, a stroke competition was held on the new course at Fanling during the winter. A prize was given for the four best rounds. Mrs. Lissaman won with nett scores of 74, 75, 78 and 79=300.

POST OFFICE NOTICE

RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

The Public are again reminded that the postage on newspapers published in Hongkong and addressed to British Possessions, China and Macao is 2 cents per 4 ozs. and not 2 cents per newspaper. When the postage is not fully prepaid newspapers cannot be forwarded and if they do not bear the sender's names and addresses they are disposed of in the Dead Letter Office.

Until further notice radio telegrams will be accepted for transmission to the Kwangai Stations at Wuchow, Nanchang and Luchow at \$0.10 per word—the receiving station charge will be payable by the addressee. A similar charge will be collected at Hong Kong on messages from these places.

INWARD MAILS.

From	Per	Due
Shanghai and Swatow	Sunning	June 15.
Shanghai	Joypore	June 15.
U.S.A., Honolulu, Japan and Shanghai, San Francisco 17th May	Pres. Adams	June 15.
Manila	Pres. Cleveland	June 15.
Europe via Negapatam, papers only	Allpore	June 17.
London 16th May	Empress of Russia	June 17.
Canada, U.S.A., Japan and Shanghai, Victoria B.C. 30th May	Pres. Madison	June 17.
U.S.A., Honolulu, Japan and Shanghai, San Francisco 24th May	Linan	June 17.
Shanghai and Amoy	Angers	June 18.
Japan and Shanghai	Andre Lebon	June 18.
Saigon	Kumsang	June 19.
Straits	Aki Maru	June 20.
Australia and Manila	Khiva	June 20.
Europe via Suez (letters and papers) London 23rd May, and parcels 16th May	Rajputana	June 21.
Japan and Shanghai	Perseus	June 25.

OUTWARD MAILS.

Per	Date and Time
Swatow and Bangkok	Kwangchow .. Sat., June 15, 1.30 p.m.
Java via Batavia	Tjisroca .. Sat., June 15, 2.30 p.m.
Saigon	Hellkon .. Sat., June 15, 3.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa and Egypt	Joypore .. Sat., June 15, 3.30 p.m.
Sam Shui and Wuchow	Kong Ning .. Sat., June 15, 4.30 p.m.
Manila	Pres. Adams .. Sat., June 15, 5 p.m.
Bangkok via Swatow	Hellas .. Sat., June 15, 5 p.m.
Swatow, Amoy and Formosa	Hozan Maru .. Sun., June 16, 0 a.m.
Sandakan	Mausang .. Sun., June 16, 0 a.m.
Holhow, Pakhoi	Chokiang .. Sun., June 16, 9 a.m.
Shanghai, Japan and *Victoria B.C.	Shidzuoka Maru .. Mon., June 17, 8.30 a.m.
	(Due Victoria B.C. 15th July.)
Amoy	Klungchow Mon., June 17, 10.30 a.m.
Straits and Calcutta	Yuensang .. Mon., June 17, 11.30 a.m.
	Letters .. Mon., June 17, 1 p.m.
Haiphong	Canton .. Mon., June 17, 1.30 p.m.
Swatow	Hydrangea .. Mon., June 17, 2.30 p.m.
Japan, Honolulu, U.S.A., Canada, Central and South America, *Europe via San Francisco	Pres. Cleveland .. Mon., June 17, 3 p.m.
	Parcels .. Mon., June 17, 4.15 p.m.
	Registration .. Mon., June 17, 4.30 p.m.
	Letters .. Mon., June 17, 5 p.m.
	(Due San Francisco, 10th July.)
Shanghai and Europe via Siberia	Pres. Cleveland .. Mon., June 17, 5 p.m.
	Registration .. Mon., June 17, 5.30 p.m.
	Letters .. Mon., June 17, 6 p.m.
	(Due Victoria B.C. 16th July.)
Wei Hui Wei via Shanghai	Yingchow .. Mon., June 17, 1.30 p.m.
Manila, Australia and New Zealand via Thursday Island	Parcels .. Mon., June 17, 5 p.m.
	Change .. Tues., June 18, 10.45 a.m.
	Registration .. Tues., June 18, 10.50 a.m.
	Letters .. Tues., June 18, 11.30 a.m.
	(Due Thursday Island, 29th June.)
Holhow and Pakhoi	Chokiang .. Tues., June 18, 9.30 a.m.
Fort Bayard, Holhow, Pakhoi and Haiphong	Tonkin .. Tues., June 18, 1 p.m.
Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Angers .. Tues., June 18, K.P.O.
	Registration .. Tues., June 18, 1 p.m.
	Letters .. Tues., June 18, 1 p.m.
	G.P.O.
	Registration .. Tues., June 18, 1.45 p.m.
	Letters .. Tues., June 18, 2.30 p.m.
	(Due Marseilles, 20th July.)
Shanghai, Japan and Europe via Siberia	Andre Lebon Tues., June 18, 1.30 p.m.
Swatow, Amoy and Foochow	Hai Ning .. Tues., June 18, 2 p.m.
Manila	Emp. of Russia .. Tues., June 18, 4.30 p.m.
	Pres. Madison .. Tues., June 18, 4.30 p.m.
Manila	Yatsing .. Wed., June 19, 8.30 a.m.
Swatow	Kumsang .. Wed., June 19, 8.30 a.m.
Amoy	Proclaus .. Thurs., June 20, Registration .. Thurs., June 20, 0.45 a.m.
Japan and *Victoria B.C.	Letters .. Thurs., June 20, 10.30 a.m.
	(Due Victoria B.C. 16th July.)
Japan	Aki Maru .. Fri., June 21, 9.30 a.m.
Swatow, Amoy and Foochow	Halyang .. Fri., June 21, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Bombay, Aden, Egypt and Europe via Marseilles	Rajputana .. Sat., June 22, K.P.O.
	Parcels .. June 22, 4.30 p.m.
	Registration .. June 22, 9 a.m.
	Letters .. June 22, 10 a.m.
	G.P.O.
	Parcels .. June 22, 5 p.m.
	Registration .. June 22, 9.45 a.m.
	Letters .. June 22, 10.30 a.m.
	(Due Marseilles, 26th July.)
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe via Marseilles	Perseus .. Tues., June 25, K.P.O.
	Registration .. Tues., June 25, 1 p.m.
	Letters .. Tues., June 25, 1 p.m.
	G.P.O.
	Registration .. Tues., June 25, 1.45 p.m.
	Letters .. Tues., June 25, 2.30 p.m.
	(Due Marseilles, 26th July.)

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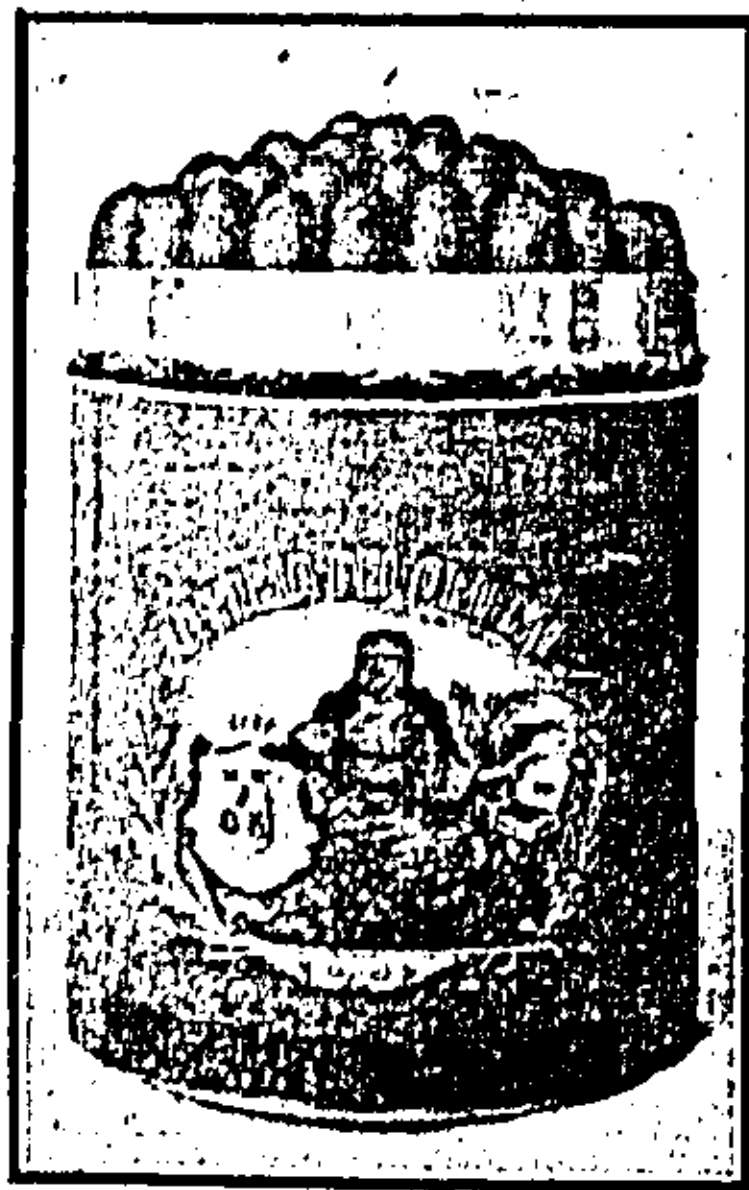
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1856**OUR BERLIN LETTER.****A NEW INTERNATIONAL
SCIENCE CLUB.**

Berlin, May 14.
During the first week in May one of the most distinguished scientists in Germany, Adolf von Harnack, celebrated his 78th birthday. The Kaiser Wilhelm Association for the Promotion of Science whose work has been so highly appreciated for years past in all parts of the world and whose President for many years was the celebrated Theologian, opened a few days ago in a suburb of Greater Berlin a new building, the Harnack House which is intended as a meeting place for International Scientists and Scholars.

Learned men and diplomats from all over the world took part in the opening ceremony of this new Scientific Club House which is also to promote successful co-operative work of distinguished scientists from all parts of the world.

The Kaiser Wilhelm Academy which still retains its old title despite the political changes in Germany, stands not alone in constant communication with the Vienna Academy of Science and Swiss Natural Research Association, but is also preparing to enter into co-operation with Sweden, Holland and the United States for the purpose of carrying out united work in a series of scientific domains, and is also in communication with the Italian Government regarding mutual zoological research work.

The new House of Science besides containing comfortable rooms for foreign scientists is also equipped with special halls where meetings and scientific demonstrations will be held and which bear the names of leading men distinguished in Art, Science, and Politics.

The Bismarck Hall, the Goethe Hall, the Holmoltz Hall and the Mozart Music Room will develop into centres of social life in Berlin and become the fruitful source of interchange of ideas. The expenses attached to the erection of Harnack House have been defrayed partly by grants from the State but principally by funds supplied from private sources.

May Day.

In connection with the 1st of May demonstrations, serious disturbances broke out in Berlin in two separate parts of the working districts.

The Berlin authorities were prepared for trouble on the First of May and well understood that the prevailing economic depression was constantly supplying new crowds of supporters to the radical movement. They knew also that in a country with hundreds of thousands of unemployed the danger of an outbreak is always present and that in postwar Germany which has to bear the terrific burden of the war payments, the demon of Bolshevism, although defeated is not yet thoroughly expelled.

The Berlin Police Authorities were successful in preventing processions through the streets thereby establishing the authority of the State.

In a few isolated cases, however, outbreaks occurred in a couple of

places which taken together do not represent even a ten thousandth part of this mighty city. Bands of half grown youths were continually collecting together again in these places after being dispersed, so that the outside world beyond Berlin was kept daily in a state of suspense by reports of "Battles in Wedding and Neukölln"—two well known working districts.

Without in any way wishing to minimize the gravity of the occasion—proved by the list of 20 dead and 150 wounded—still, it appears as if an entirely mistaken idea of the actual situation was prevalent abroad.

The police, no doubt, made use of their rifles in some streets, a number of thoroughfares were closed to traffic by barbed wire, and the houses in certain districts lighted up at night by flash lights, but nevertheless, the affected area represented only an extremely small fraction of the entire city, and at the very edge of the disturbed places the people moved about and business was carried on in perfect peace and security.

Contrasts.

The inhabitants of Berlin from the experience they underwent in 1918/19 during the revolution knew well the contrasts that occur on occasions of this kind, how, a few hundred yards from where the police stood, one could hear the musicians in a restaurant playing lively airs, and could see the people peacefully streaming out from a big moving picture theatre.

At that time, however, the foundations of all public order were destroyed and the State had hardly any means at hand to establish its authority, but at present things are quite different and the overwhelming mass of the German working classes exercise restraint and discipline and unanimously support the police in the performance of their duties.

Despite the incitements of a radical political party and the attempts made to bring about a general strike, the people went to their daily occupations as usual. The big world city as such was perfectly quiet and one could walk through the streets for hours without observing any exceptional condition whatever.

12 Years Old Musical Genius.

The 12-year-old violinist, Yehudi Menuhin, gave recently

(Continued on Page 6.)

A BROKEN DOWN SYSTEM.

This is a condition (or disease) in which desire gives many names, but which few others really understand. It is simply weakness—break down, as it were, of the vital forces that sustain the system. No matter what may be the cause (they are almost numberless), its symptoms are much the same: the most prominent being sleeplessness, a sense of prostration or weakness, depression, apathy and want of energy for all the ordinary activities. Now, what is absolutely essential in all such cases is increased vitality—vigour, vital strength and energy to throw off these morbid feelings, and as a night succeeds the day this may be more certainly secured by a course of

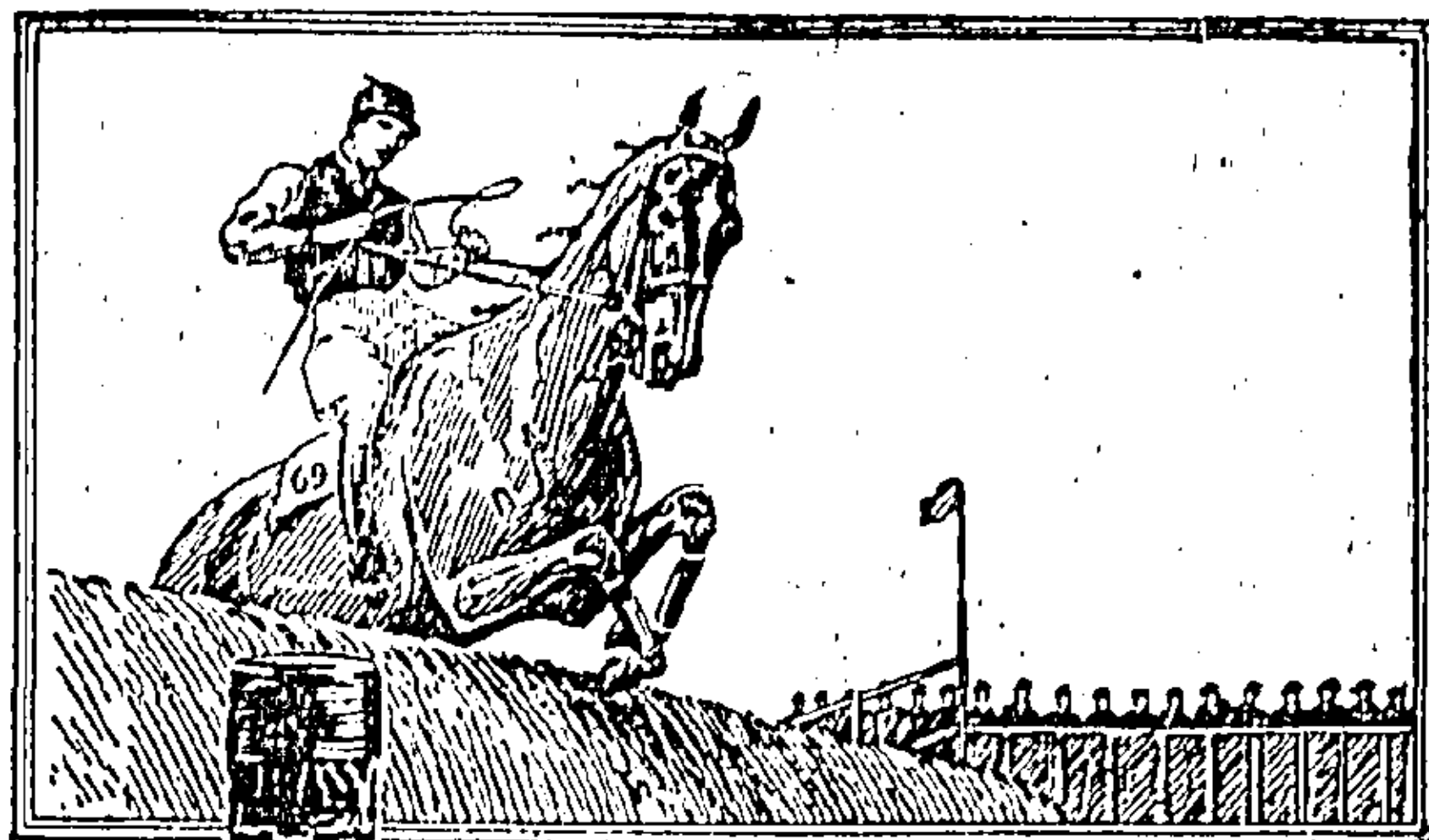
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then by any other known combination. Specially as it has been found in accordance with the directions accompanying it, will be a shattered health restored

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OUR BERLIN LETTER.

(Continued from Page 5.)

two Concerts in Berlin that created a veritable sensation. This fair haired, sturdy youngster, who has no traces of the 'prodigy' about him, conquered the world of Berlin in a moment. One found with amazement that this gifted child played the Brahms concert and the celebrated G-dur Concert of Mozart in perfect quiet without the slightest degree of self consciousness, and yet with unrivalled spiritual perfection. In listening to him, one felt that a human phenomenon with a technique and a musical talent of a most remarkable kind was here manifesting itself.

Bruno Walter, one of the greatest musical conductors in Berlin, entered fully into the spirit of the boy who seemed to play from the unknown, and accorded him on to a success of a most extraordinary kind.

The other musicians, more especially the violinists, were actually speechless, and the audience broke out again and again into demonstration of the most enthusiastic applause. We only hope that this delightful boy who, as his father states, knows nothing whatever of footlight fever, may remain just as he is now for many a long day so that he may be able to develop his musical genius quickly and peacefully. He will then later on be able to present to the world invaluable work.

Dayton Westminster Choir.

Soon after the appearance of the young musical genius, a number of other musical guests from the United States came also to Berlin. The Dayton Westminster Choir in response to an invitation from the Berlin Press-Verlag Berliner Press gave a concert which was well selected and varied programme was received with the greatest applause by a specially select audience. Berlin music lovers have heard famous choirs that gave extraordinary successful performances, and consequently, the American singers in their black and white robes had no easy task before them. Their Conductor, Frinley Williamson, was able to produce unrivalled results, more especially in the Summ and Brunn choruses so little known in Germany. After the performance, the American Ambassador, Dr. Schumann, in the presence of a large number of prominent people, cordially welcomed his fellow countrymen to Berlin and handed to each member of the Choir a Bronze Medal as a Souvenir of their visit to Berlin. The Dayton Westminster Choir belongs unquestionably to the best and most perfectly trained Choirs hitherto sent by foreign countries to Berlin, and the citizens of the great German metropolis found special pleasure in making their acquaintance, and in marking their high appreciation of the cultural movement in the State of Ohio of which this beautiful Choir were such worthy representatives.

By Gunter Gericke.

MILITARY ESCORT SHOT

TRAGEDY ON WAY TO CATTERICK CAMP.

Catterick, May 14. Private Arthur Leslie Raveney, 4th Battalion Tank Corps, stationed at Catterick Camp, Yorkshire, for whom soldiers and police had been searching for several hours following the alleged shooting of an escort, was found this evening in a quarry about five miles from the scene of the tragedy.

Police Constable Cartwright sighted Raveney making across country in the vicinity of Pishall, but was unable to overtake him. Cartwright commandeered a horse from some travelling hawkers, and continued the chase across country until the horse threw him, and he lost Raveney in an extensive wood near Newton-le-Willows.

Police searched the wood without result, and Raveney was eventually traced to the quarry two miles away. Raveney, who is stated to be a native of Hunslow, was arrested by the Bedale police early this morning for being absent from Catterick Camp without leave, and was charged at the local Court later with absconding from his regiment. The usual course was followed of remanding him to await an escort. Shortly before noon the escort, Sergeant Broth and Private Leslie Godfrey White, arrived at the police station in a military tender, driven by Sergeant Prangnell, and Raveney was handed over to them by the police.

Revolver Mystery.

Soon after the car had passed Constable Burton on the way to Catterick the driver heard a bang, and pulled up under the impression that a tyre had burst. He then saw Raveney jump out and run down the road. White was lying inside the tender seriously wounded apparently having been shot. He was rushed to Catterick Hospital, where he died a few minutes after admission.

Meanwhile the alarm had been given, and armed parties were sent out to search the moors for Raveney.

In a statement issued by the police, in which Raveney was described as being wanted for alleged murder, it was stated that he escaped with a revolver.

When he was searched before being taken into the Court at Bedale, the police stated, Raveney was not in possession of a revolver. The escort was not armed, and it is also stated that there was no weapon in the military tender.

Private White's home is in the Isle of Wight, and he had been stationed at Catterick for three years.

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The Perfect Antiseptic Treatment. It is so easy to rid your skin of pimples, blotches, blackheads, and all the more common skin troubles. Just apply the new cream LAYOL. Clear and smooth, its soothing elements soothe the skin, and quickly drive away the irritation. ITCHING STOPS INSTANTLY. The first drops soothe and cool. Pleasant LAYOL gives health and tone to skin and body. Made by D. H. A. and sold by all good druggists. (Cautions: Not a Poison, Not a Stain, Not a Burn.)

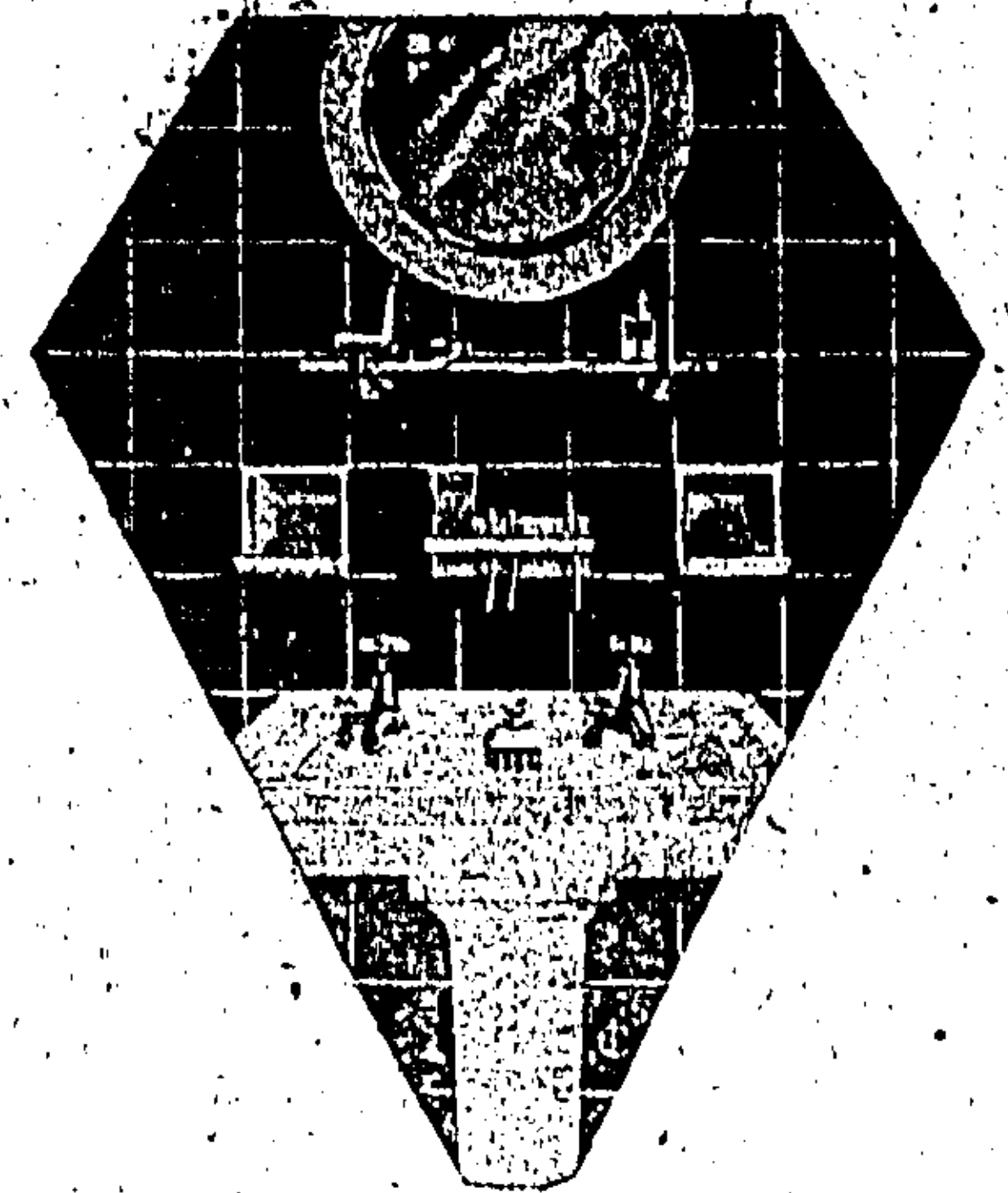


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The "Just so-so" people almost invariably are those who are held in the bondage of constipation, with one or more of its attendant ills—sick headache, liverishness, biliousness, ill-temper, gloom, ill-smelling breath.

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Of chemists everywhere, or post free, 60 cents the tin, from Dr. Williams' Medicine Co., 60, Kingsee Road, Shanghai.

LETTER GOLF.

It's easy to PARK at the CURB in letter golf. Par is four.

P	A	R	K
C	U	R	B

1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

Reginald Wallace, aged 29, pleaded guilty at London Sessions recently to 13 counts of larceny, uttering forged cheques, obtaining money by false pretences, and having in his possession a revolver and ammunition with intent to endanger life. He was also found guilty of being an habitual criminal, and was sentenced to four years' penal servitude, to be followed by seven years' preventive detention. It was alleged that Wallace stole suit cases or attaché cases from clubs in the West End, and if they contained a cheque book the cheques were forged.

WOMAN'S WORLD

FOR OUR LADY READERS.



Two dainty dresses for diminutive people. One is in flowered delaine, made with a fashionable little bodice and a full skirt, both bound with plain delaine. And there is an adorable little frock in blue and white check material, with three plaits on either side back and front, and a pretty white crepe collar embroidered lightly in blue.

All Alike.

DRESSING A PERSONALITY.

A great artist told, not long ago, how he had suffered in trying to paint the portrait of a noted American beauty, because the lady persisted in being too faultlessly dressed—from a fashionable point of view.

The incident makes one wonder if the day will ever come when we shall be so independent of fashion and so strongly individual, that each one of us shall wear exactly what we ourselves, or our most understanding and helpful friend, decides is the proper garment to enhance what we hope in our personality.

Certainly there are hosts of women, now, who never look their best, simply because they do not dress their personalities, but the difficulty is to find a dressmaker who is artist enough to drape a soul instead of clothing a body.

What most of us have got into the way of doing now is simply to go into a shop, and try on frock after frock, until we find one that seems to present us to ourselves in a fairly pleasant light.

But what a humiliating thought it is that that frock might have suited admirably twenty other women!

Are we really all so very much alike, after all; or do we enjoy having to change our personality just the tiniest shade to suit every frock that we put on?

the case of injured women. The hardship of expensive litigation so that only a woman of means can seek this way of justice. And the hardships that she may have already suffered harm without having any way of being heard in self-defence.

GERALD BARRIOL.



For an informal evening party you might choose a pretty sleeveless tunic in pale grey chiffon studded lightly with small steel beads and edged with silver braid. Worn over a grey crepe romaine skirt, it would look really charming.

Slander in Wills.

WHERE THE LAW COULD PROTECT WOMEN.

When Mr. Justice Hill ordered certain offensive words to be expunged from the probate of a recent will, it was generally assumed that henceforward women would be protected from vindictive or censorious dead hands. Therefore, most people have read with surprise the punishment of the wife of a London man through his will.

He left her "one pair of trousers, free of duty and carriage paid, as a symbol of what she wanted to wear in my lifetime, but did not."

It is not an original gibe, but we had all begun to think that cowardly reflections made in wills had been made obsolete at last by judicial precedent. Unfortunately it is evident that the views of Mr. Justice Hill are not regarded as a guide or precedent. If this proves to be so, women will have no alternative but to seek the aid of Parliament.

Cowardly Step.

It cannot be denied that whatever provocation a husband may have received, it is an act of cowardice to resort to a petty revenge in his last will and testament. He knows at the time he is writing that his bitter or satirical words and his humiliating request will almost certainly be widely quoted. But he also knows that the woman will not be able to defend herself. There is no machinery by which she can have her married life reviewed, or explain her conduct. A woman might be the victim of any accusations or insinuations in a will, and she has no appeal.

This is contrary to the elementary principles of British justice, which concedes to the worst of women—and men—the right to be heard in their own defence when charges are openly made against them.

The Better "Man."

We might reasonably infer that the wife who has been left the pair of trousers has a very good answer to the insinuation of her husband, because she was so obviously the better "man" of the two.

The humble wife of a Portsmouth seaman has passed down to history as a woman who was bequeathed one shilling because she had always preferred cracking nuts to mending my stockings.

We only know of the husband's cynical censure, but doubtless the poor woman could have given him the lie in self-defence.

Insufficient Relief.

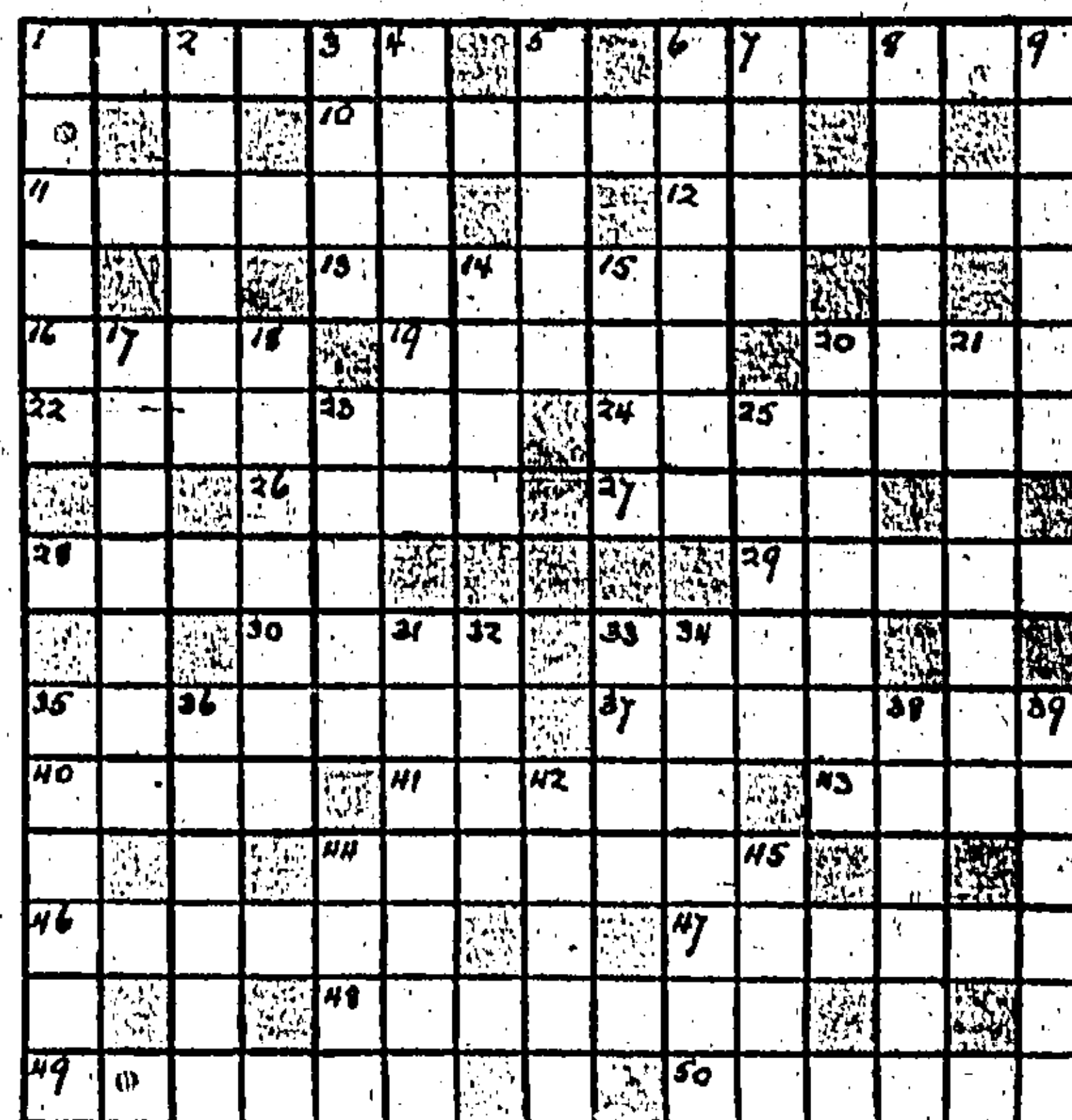
There is no really effective protection for women against these libels by dead mates. If a woman has the means, she might apply to the Courts, but the relief the Judge can grant is not sufficient to make the offensive document gossip-proof. The harm is often done by whispering tongues before ever the terms of a will reaches the publication stage.

"I should hesitate a long time," said Mr. Justice Hill, "before I said the Court had the right to alter a document a man has signed. If I could see my way to expunge these words from the will I should not hesitate. A man in his own notebook or diary may write down whatever offensive things he likes and no tribunal can prevent him—that is when he is alive. If he leaves any document in existence after his death, no Court has authority to order its destruction, although it may contain libellous statements."

Only Help.

The best a Court can do is to have offensive terms expunged from the probate of a will. This imposes two serious hardships in

OUR NEW BRITISH CROSSWORDS.

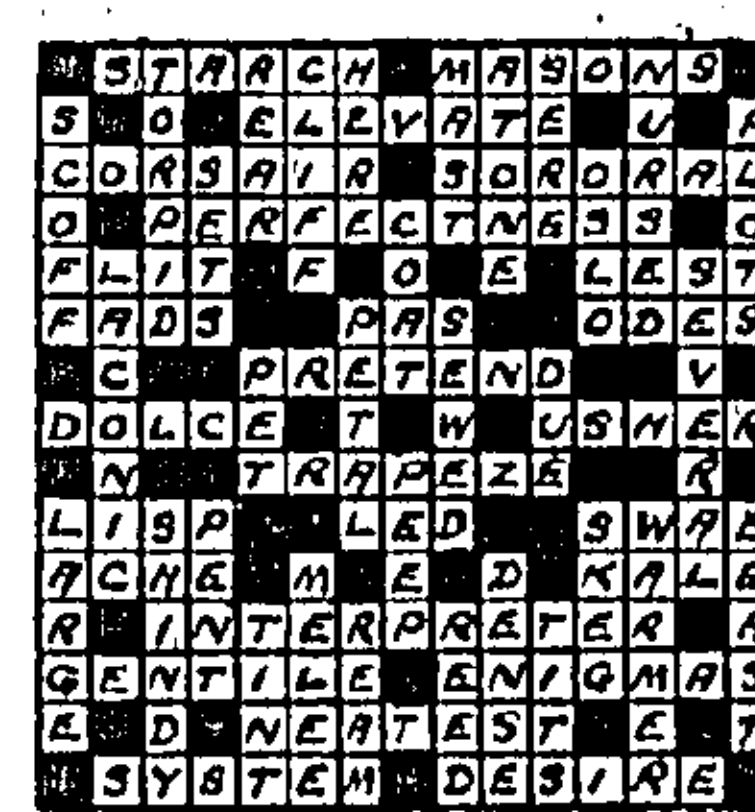


Across
1 Black rock.
6 Flower.
10 Longed for.
11 Having equal sides.
12 Drags.
13 Moral.
16 Pitcher.
19 Cavities.
20 Dandles.
22 Draws from.
24 Vice.
26 See.
27 Prepare for publication.
28 Jibe.
29 Church seat.
30 Licks up.
33 Package.
35 Grow.
37 Medium.
40 One.
41 Palate.
43 Piles with love.
44 Columnar.
46 Pest.
47 Abundance.
48 Venerates.
49 Intensity.
50 Robs.

Down
1 Sewed slightly.
2 Piece of china.
3 Musical instrument.
4 Had the teeth grow.
5 Perishable.
6 Degraded.
7 Image.
8 Minister.

9 Repulse.
14 Stockings.
15 Give over.
17 Pertaining to a world.
18 Streamlet.
20 Binds.
21 Plunder.
23 Very important.
25 Drizzle.
31 Whisky illicitly distilled.
32 Foretell.
33 Reduce.
34 Vindicates.
35 Deposited carelessly.
36 Countenance.
38 Morning twilight.
39 Compounds of highly fatty acids.
42 Rain mingled with hail.
44 Certain.
45 The Orient.

Yesterday's Solution.



COOL MAN DRAWS £125,000 FAVOURITE.

TOO BUSY TO BOTHER ABOUT GOOD NEWS.

London, May 10.
This is the story of the man who drew the £125,000 favourite in the Stock Exchange Sweep—and never turned a hair!

He is Mr. William H. Glanford, a director of the British Calol Asphalt Company, Ltd., and he has acquired the reputation of London's most self-possessed business man.

This is how he heard the news, which would have sent most people wild with excitement:—

Scene I. Offices of the British Calol Asphalt Co., at Victoria. Mr. Glanford and staff at work. Time: 11 a.m.

Telephone bell rings.
Mr. Glanford: Hello!

Voice at other end: City office speaking. Is that Mr. Glanford? Well (excitedly), is your Stock Exchange ticket, E66036?

Mr. Glanford (turning to secretary): Just look at my ticket, will you?

Mr. Glanford speaking into phone organ: Yes, my ticket is E66036. What about it?

Voice at other end: Well, you have drawn Cragadour, the Derby favourite!

Mr. Glanford (phlegmatically): Well, we will wait until we see it in print.

Scene II. Time: Two hours later. Mr. Glanford and staff still at work. Telephone bell rings. Mr. Glanford takes receiver.

Voice on phone: Yes, it is official you have drawn Cragadour.

Mr. Glanford (calmly): Oh, how interesting.

Voice (still more excitedly): I say, old chap, don't you realise you have drawn the favourite—worth £125,000!

Mr. Glanford: Of course I do, but, my dear fellow, I am awfully busy.

Office boy (aside): Well, I'm blown if that's not cool!

Curtain.

"We were all as thrilled as it is possible to be," a member of the office staff told a *Daily Chronicle* reporter.

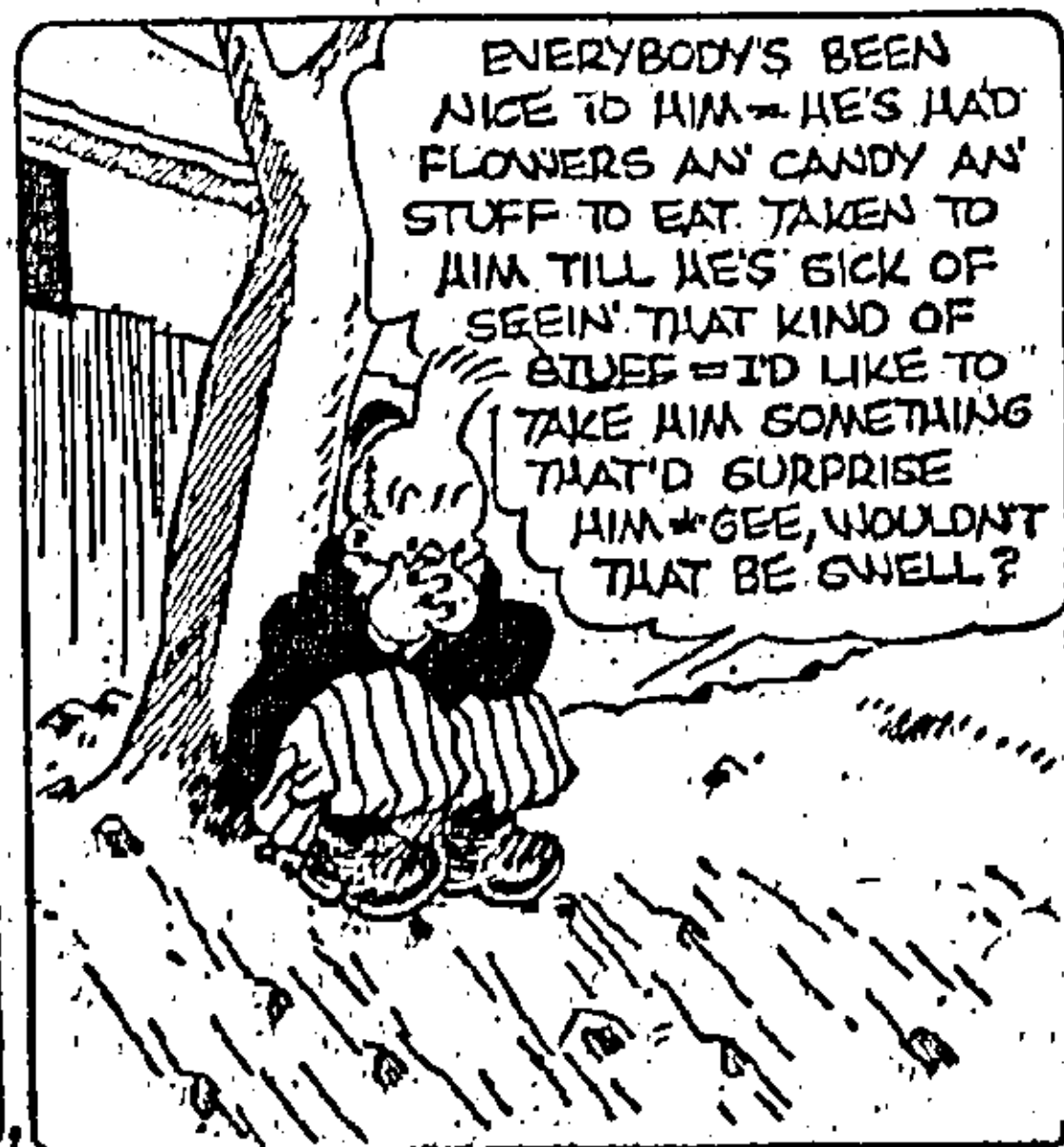
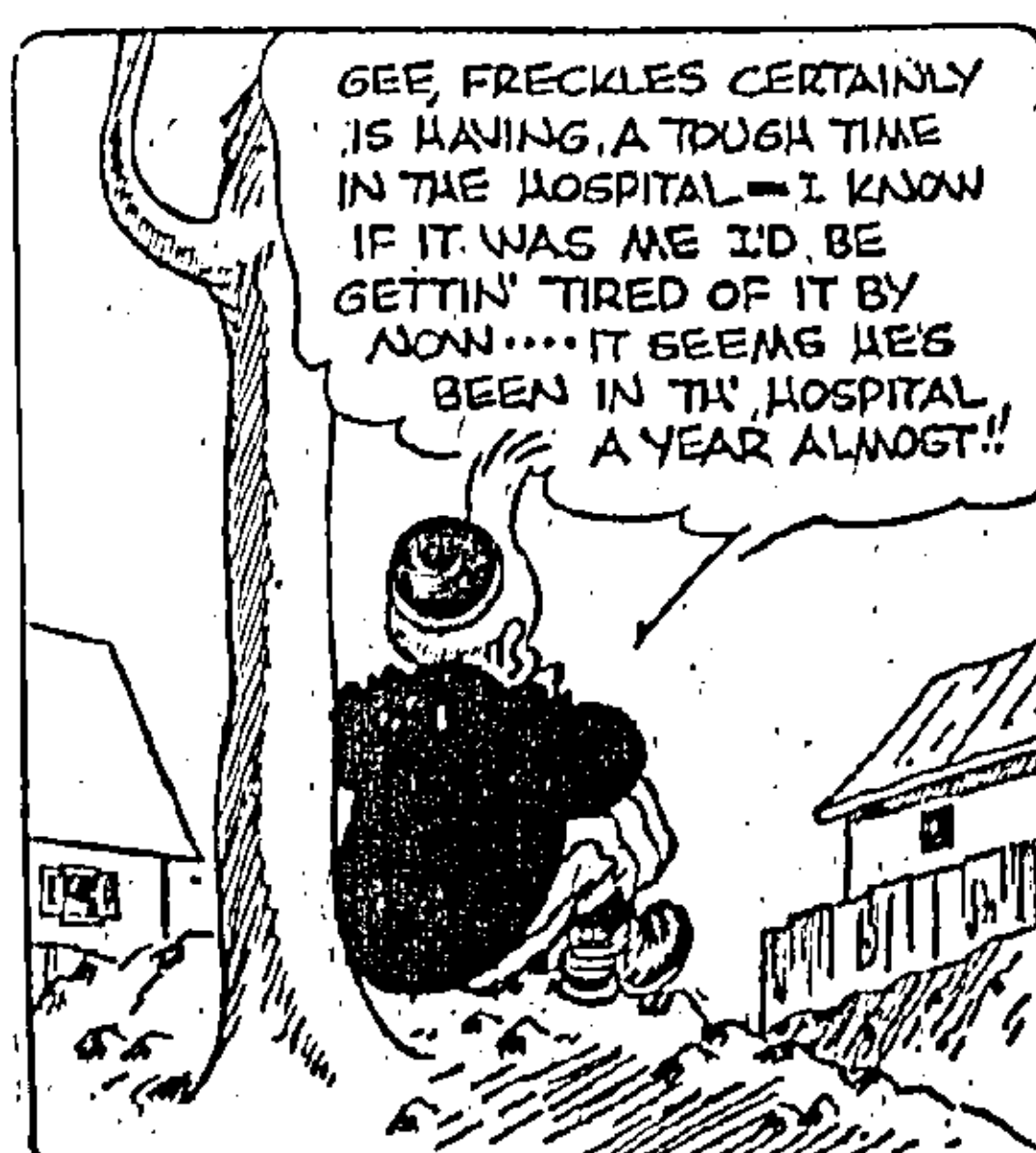
"But Mr. Glanford did not show a trace of excitement. Even when he had heard the rumour that he had drawn the ticket he did not make the slightest effort to confirm it."

Mr. Joseph Amesbury, of the Beneficent Yacht Club, who is a friend of Mr. F. T. Gibb, father of seven-year-old Jimmy Gibb, of Westcliff, who has drawn Cragadour in the Stock Exchange "sweep," has drawn Posterity.

FRECKLES AND HIS FRIENDS

What Is It?

By Blosser



WHAT IS THIS IDEA THAT OSCAR HAS?
SEE TOMORROW'S PAPER

Use Mackenzie & Co's

EAU DE COLOGNE

A little in the bath or wash-basin will be found to be most cooling and refreshing in hot weather.

THE COLONIAL DISPENSARY.

13, QUEEN'S ROAD CENTRAL.
Tel. C. 1877.

Dewar's

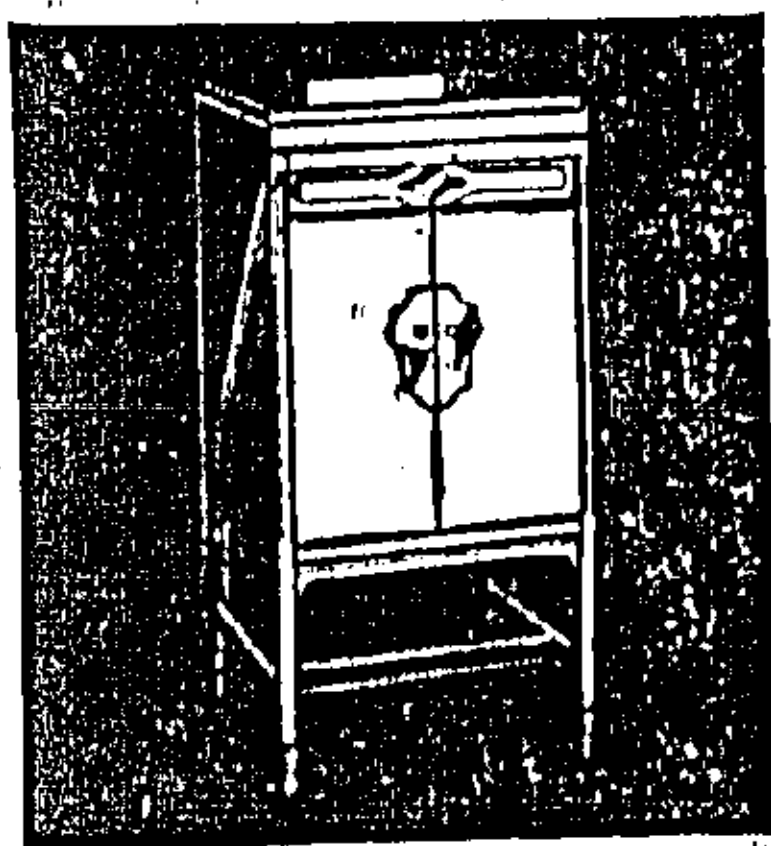
WHITE LABEL



THE WHISKY OF DISTINCTION

Money can't buy

Better Music



If you were a king, you could not command better talent than is brought to you by the Orthophonic Victrola and Victor records. Yet Orthophonic Victrolas do not cost a mint of money. Indeed, you can even purchase them by paying so much down and so much a month. Plan to come in our store some day soon and see what fine-looking Orthophonic Victrolas we have and how reasonable they are in price. Visit us soon.

S. MOUTRIE & CO., LTD.
VICTOR DISTRIBUTORS. CHATER ROAD.

THE
LATEST
VOGUE—

LADIES' TENNIS SOCKS

ALL WHITE
OR—
WHITE WITH
COLOURED TOPS
\$1.00 to \$2.75

TENNIS SHOES
\$2.95 to \$4.50

LADIES' SECTION
MEZZANINE FLOOR.

Lane, Crawford, Ltd.

THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS

INSTALLED IN LOCAL BUILDINGS IS PROOF OF THEIR SUPERLATIVE MERIT.

THE MAJORITY OF LIFTS YOU USE ARE WAYGOOD-OTIS

ERECTED & MAINTAINED BY
DODWELL & CO., LTD.
SOLE AGENTS FOR
HONGKONG & SOUTH CHINA

ANNOUNCEMENT.

Owing to the late arrival of the Empress of Russia, the marriage of Miss Emily Nicholson to Dr. Douglas James Valentine will take place on Tuesday morning, 18th June. A Reception will be held at the Hongkong Hotel Roof Garden at 11 a.m. to which all friends are cordially invited.

The
Hongkong Telegraph.

SATURDAY JUNE 15, 1929.

LIBERAL POLICY.

After reading Mr. Lloyd George's speech at the National Liberal Club outlining the attitude of his Party to the new Labour Government, we are left with the impression that he made the best of a bad outlook. He posed as the leader of a Party which has power enough to make the Labourites shake in their shoes, and, with characteristic arrogance, told Mr. Ramsay MacDonald that the Liberals would stand "no monkeying." All the same, the attitude revealed reminds us somewhat of a pet Pekingese barking at a well-set-up bulldog. It must be conceded, of course, that the Liberals will be able to make things very awkward for the Government, if they so choose, but we imagine that Mr. Lloyd George is sufficiently a tactician to realise that it would not pay him or his Party to throw out the Labour Government for mere pique. Indeed, a heavy responsibility will rest on the Opposition in this regard. But a further point which the Liberals appear to overlook is that the final word in controversial issues will lie more with the Conservatives than with them, seeing that Mr. Baldwin's Party is easily the second largest in Parliament.

By what process of reasoning Mr. Lloyd George reaches the conclusion that the nation has returned a mandate for Liberalism, we cannot hope to fathom. The plain fact is that, of the three main Parties, the Liberals secured the fewest votes and have the fewest number of M.P.s. His argument that the electors declared by five and a half million votes that it had no use for Socialism is a very dangerous one, for it is an easy matter to show that, by the same method of calculation, eleven and a half million voters indicated that they had no use for Liberalism. Mr. Lloyd George, before the election, prophesied that his Party would be the second, and only half a million votes behind Labour; actually, the difference was over three millions, with Liberals well in the rear. Disappointed as he must be by the results, he now turns round in a querulous mood

and, with appropriate reservations, tells the Government that it must behave itself, else it will not be permitted to remain in office. It is significant, however, that the Liberals appear to be at one with Labour on most of the big issues, including the restoration of diplomatic relations with Russia. It must be perfectly obvious to Mr. Lloyd George that there is no danger of the new Government going in for out-and-out Socialism; that, in fact, its policies will in the main be such as to accord with Liberal principles. That must be so from the fact that Labour today is a thoroughly constitutional Party, and the differences between Liberalism and Labour are differences in degree of progressive thought rather than in principle. Even from the standpoint of self-preservation, to put it no higher, the new Government is not likely to embark on foolish or ill-considered ventures.

Another point on which Mr. Lloyd George lays stress is a suggestion that Tories and Socialists are conspiring to suppress Liberalism. We know of no compact, or anything approaching it, having this object in view. The Liberal leader may scoff at what he describes as the solitary defection of Mr. Jowitt, but he appears to forget that the present Labour Ministry includes more than half a dozen prominent ex-Liberals. This Liberal drift towards the Labour Party is quite understandable, and it is indicative of the trend of political thought. It means that slowly, but none the less surely, Britain is reverting to the two-party system. And it will be all to the good when that position is finally reached.

Water Supplies.

Despite the warning voiced at Tuesday's meeting of the Sanitary Board, Government officials dealing with the water shortage have authorised the opening of a number of wells. The step is one with which we cannot sympathise, and far less endorse at the present juncture. It is not seriously challenged that the wells are a potential source of danger to the Colony's health. It is, indeed, officially acknowledged by the notices erected informing water-carriers that supplies obtained from these sources must be boiled. The mere fact that such notices are exhibited is not, however, sufficient to relieve the very grave doubts entertained by medical men. There can be no sort of guarantee that the heaviest of the authorities will be obeyed, and the action of a few thoughtless individuals may precipitate a crisis greater than the water shortage. We urge upon the Government the closing of the wells, if not immediately, as soon as supplies from outside sources have become regular. The same remark applies, for different reasons, to the tanks erected on the water-front. As new facts come to light, we are being forced to the conclusion that the tanks, and perhaps even the fountains, should be regarded as no more than temporary expedients, to operate only until the work of the Emergency Committee has begun to produce results. The organisation, to be effective in the face of continued drought, must almost ignore for practical purposes, the dribbles being brought into the Colony from various sources round about, and concentrate on the provision of supplies from Shanghai or elsewhere. By this we mean quantities sufficiently great to justify pumping direct into the reservoirs. Mr. Sutherland has just returned from his Shanghai water quest, and he has been promised almost unlimited supplies of filtered water, obtainable under the easiest possible circumstances as pipes have been laid down to the steamer wharves. Shanghai officials have already indicated their willingness to supply Hongkong with water up to 10,000,000 gallons per day, which is three times the amount actually required. If the transport problem can be overcome and we see no insurmountable difficulty—the oil-tanker scheme should not be discarded too casually—there is a ready solution to hand. The ultimate merit of the proposals, however, would depend upon the passing of the water into the mains, and this could be done via Tytam. As a reader pointed out in this journal yesterday, it is possible for steamers to get within half a mile of the reservoir, and it should be easy to lay out pipes to deep water as at Tsim Wan. Let us be over-bold rather than err in the other direction.

DAY BY DAY.

POVERTY BY COMMON CONSENT AN ADMIRABLE TRAINING FOR MENTAL AND MORAL PERFECTION—IN OTHERS.—J. P. Finley.

The Gazette gives details of revised parcel post rates.

Mr. R. Sutherland returned to the Colony from Shanghai on the Atsuta Maru yesterday morning.

It is notified that the name of the Laysan China Company, Limited, has been struck off the Register.

The Gazette contains the draft of an Ordinance to amend further the Widows' and Orphans' Pension Ordinance, 1908.

It is notified that Mr. W.-J. Carle resumed duty as Head of the Sanitary Department and Registrar of Births and Deaths on 8th June.

The proceeds of the concert given last Saturday evening at St. Stephen's Girls' College in aid of the Chinese Mission to Lepers, amounted to \$440.

Admiral Sir William Lowther Grant, of West Malling, Kent, who held active commands during the War in the Grand Fleet in China and in North American waters, left estate value \$12,474.

Observatory returns for May show the average mean temperature to have been 78.1. The highest was 89.9 and the lowest 67.1. There were 153.8 hours of sunshine and 6.62 inches of rain.

In our Pictorial Supplement to-day will be found a number of portraits of successful contestants in the recent Trinity College of Music examinations. Further photographs will appear in succeeding issues of the Supplement.

His Excellency the Governor has nominated the following as Members of the Court of the University of Hongkong for a period of three years, with effect from 12th June, Mr. John Hargreaves Little and Mr. Thomas Ernest Pearce.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. B. D. F. Both to be an Unofficial Member of the Executive Council during the absence from the Colony of the Hon. Sir H. E. Pollock, K.C.

The Gazette gives details of the names of the new roads on the Praya East Reclamation. One of these, the Praya road, is named Gloucester Road, after the Duke of Gloucester, whilst another is named Laurd Road, after Major General C. C. Laund.

The American depot ship, the U.S.S. Canopus arrived in port this morning together with submarines S38, S40 and S41. The Captain of the Canopus is Commander Thomas while Commander Needham is in charge of the submarines. The vessels, which arrived from Manila, are due to sail for Shanghai and Tientsin at 10 a.m. on Tuesday.

Lady Clement is due to arrive in Hongkong by the Empress of Russia on Monday next, the 17th June. The hour of arrival of the steamer is not yet known, but will probably be about 3 p.m. After disembarking, Lady Clement will cross to Statue Pier by launch, and thence proceed direct to Mountain Lodge. She will be glad to meet at Statue Pier any friends who wish to welcome her.

Among the Hongkong passengers on the P. and O. s.s. Khiva, due to arrive next week, are Mr. A. R. G. Burt, Mr. F. A. Braham, Lt.-Com. J. S. Crawford, Professor Cheng, Mr. H. Durringer, Mr. W. H. Floyd, Mr. J. Forbes, Miss D. K. Grant, Mr. H. N. Hill, Professor Hsu, Lieut. O. M. Jacob, R.N., Mr. P. E. Knight, Lt.-Com. G. Langham, Lt.-Com. F. J. Lloyd, Mr. and Mrs. A. Morse, Mr. A. G. Nale, Mr. T. D. E. Pendorell, Mr. F. O. E. Rendall, Q.M.S. and Mr. O. G. Smith, Mr. S. S. Wynne, Capt. W. F. Wake-Walker.

The following appointments by the King are notified in the London Gazette of May 17: W. P. W. Turner, Esq., O.B.E., to be one of His Majesty's Consuls in China; and A. L. Tison, Esq., to be one of His Majesty's Vice-Consuls (First Grade) in China. (Jan. 31).—A. E. Eastes, Esq., to be one of His Majesty's Consuls-General in China; W. S. Toller, Esq., to be one of His Majesty's Consuls in China; and A. G. N. Ogden, Esq., O.B.E., to be one of His Majesty's Vice-Consuls (First Grade) in China. (March 22).—A. F. Daint, Esq., O.M.G., to be one of His Majesty's Consuls in China (with effect as from Nov. 2, 1928).—H. A. B. B. Archer, Esq., O.B.E., to be one of His Majesty's Vice-Consuls (First Grade) in China (with effect as from Nov. 2, 1928).

AN OLD AND FAMOUS ESSAY.

On the Reading of New Books.

"We can no more read all the new books that appear, wrote Hazlitt in his essay 'On Reading New Books,' than we can read all the old books that have disappeared from time to time. . . . Books have so multiplied in our days. . . . There is a tone of smartness and piquancy in modern writing. . . . We may observe of late a strong craving for Memoirs. . . . What is the prevailing spirit of modern literature? To defame men of letters. What are the publications that succeed? Those that pretend to teach the public that the persons they have been accustomed unwittingly to look up to as the lights of the century are no better than themselves."

So Hazlitt in the year 1827 commenting upon books and readers as he then observed them. These were conditions in England at a time when the United States was, in Hazlitt's judgment, "a new country with an old language; and while everything about them is of a day's growth, they are constantly applying to us to know what to think of it, and taking their opinions from our books and newspapers with a strange mixture of servility and of the spirit of contradiction." So one may find it odd and interesting that this old English essay seems in places so modern and of the United States.

Here, too, the critic may be disturbed by the multiplication of books, discover a flippant tone in literature, note a craving for autobiographical writings, remark something indifferently respectful in the attitude of authors toward the figures of a preceding generation, and even deduce that the line of least resistance toward popularity is the exhibition of the so-called great as no better than the average. Obviously it does not follow, either now or in 1827, that such observations state a complete case. Things may have been better than the essayist saw them at that writing, just as now they are nothing like as bad as they are sometimes reported. Mr. Hazlitt begins with satirical comment on a widespread practice of reading only the recent books, and ends with an apostrophe beseeching Learning to resume a pontifical robe and "rule once more over the base serving people, clowns and nobles, with a rod of iron."

But when was that period? At least from the time when the invention of the printing press began to multiply books, and more and more persons to acquire an ability to read them, literature in its widest scope had been all things to all men, and the newer literature the more interesting to most. Hazlitt shows why this is naturally the case. "To be sure," says he, "here is something in the taste of the times; a modern work is expressly adapted to modern readers. It appeals to our direct experience, and to well-known subjects; it is part and parcel of the world around us, and is drawn from the same sources as our daily thought. There is, therefore, so far, a natural or habitual sympathy between us and the literature of the day, though this is a different consideration from the mere circumstance of novelty. . . . Neither, however, is it true that we are eager to read all the new books alike; we turn from them with a certain feeling of distaste or distrust, unless they are recommended to us by some peculiar feature or obvious distinction. Only young ladies from the boarding school or milliners' girls read all the new novels that come out. It must be spoken of or against; the writer's name must be well known or a great secret; it must be a topic of discourse and a mark for criticism—that is, it must be likely to bring us into notice in some way—or we take no notice of it." Evidently it was possible, as the essayist viewed the publication of novels, for a reasonably industrious young woman in boarding school or business to read them all. Evidently, too, among readers in general there functioned a social motive—the ambition to be "brought into notice"—and, moreover, a personal animus, that, I am glad to think, would now be difficult to discover. An author nowadays may "lose" his or her public; but it does not happen, as Hazlitt suggests it then did, because that author's earlier admirers have presently felt "mortified at the superiority implied in this voluntary concession, and are determined to be even with you at the very first opportunity." Few indeed, if any, are the modern readers so influenced.

In our modern world of readers and books it would, I think, please Mr. Hazlitt to observe the consumption of old books; nay more, the vigorous advertising of old books. Ancient, medieval, and later "classics" are purchasable, and purchased, in modern bookshops in a way that seems not to have been the case in his time. His severest charge against the reading habits of his contemporaries is summarized in a brisk phrase: "the cockneyism (with leave be it spoken) of the nineteenth century." "I am not for devoting the whole of our time," he wrote, "to the study of the classics, or of any other set of writers. . . ; but I think we should turn our thoughts enough that way to convince us of the existence of genius and learning before our time, and to cure us of an over-weening conceit of ourselves, and of a contemptuous opinion of the world at large. Every civilized age and country (and of these there is not one, but a hundred) has its literature, its arts, its comforts, large and ample, though we may know nothing of them."

In our own time Hazlitt, I think, would have an approving paragraph for what he might perhaps call "archaeologism" as a force counteracting conceit in modern civilization by rediscovery of the pomp and circumstance of civilizations long ago vanished. It is not uncommon for the morning newspaper to remind its miscellaneous public, by matter-of-course report from this or that expedition in the field, of Hazlitt's rightness when he wrote that "in all ages there will be found still others that have gone before with nearly equal lustre and advantage."

It may be assumed as a permanent factor in the relationship of readers to books that there are always those who read what interests them because they like to do it, and whose reading habit is individual and independent either of literary affection or of those mass movements that make "best-sellers" and determine the general taste of one period as compared with another. The public for which Hazlitt was writing must have included many such readers, just as the public about which he was writing included none of them. It was hardly to be expected that he would be read with enthusiasm, his essay handed from one to another, by those of whom, as Artemus Ward might have later commented, he "rote Sarcasculi."

"Oh, delightful!" exclaims Mr. Hazlitt. "To cut open the leaves, to inhale the fragrance of the scarcely dry paper, to examine the type, to see who is the printer (which is some clue to the value that is set upon the work), to launch out into regions of thought and invention never trod till now, and to explore characters that never met a human eye before—this is a luxury worth sacrificing a dinner party, or a few hours of a spare morning to. Who, indeed, when the work is critical and full of expectation, would venture to dine out, or to face a coterie of bluestockings in the evening, without having gone through this ordeal, or at least without hastily turning over a few of the first pages, while dressing to be able to say that the beginning does not promise much, or to tell the name of the heroine?"

Well, well—there is still much talk about books. The reviewers are helpful at a time when, even more than in 1827, nobody can hope to have read all the books; the term "highbrow," I suspect, has taken the place of "bluestocking"; but I gravely wonder if anywhere there remains a reader who takes joy in cutting book pages.

Sometimes it has to be done, but I doubt the joy. Just 40 days there came to me in the morning mail a list of "Outstanding Books" immediately arrived in print, or about to arrive, for my perusal during this current month of 1929, subdivided, for my quick convenience, into Mystery Stories, Non Fiction, Travel-Sport-Adventure, Biography, Philosophy and Religion, Questions of the Day, On a Variety of Subjects, and Belles-Lettres. I counted eighty titles, each of which seemed interesting. The list exhibits a cosmopolitanism that I am sure would please Mr. Hazlitt, and I think it would also assure him that the relationship of readers and books looks nowadays very much the same whether observed in England or the United States. —R. B. in the Christian Science Monitor.

The annual reunion of the Victoria, Hongkong, and South China Diocesan Association took place at Victoria House, Leicestershire-square, on June 12, when the chairman was Mr. Sydney F. Mayers and the speakers the Rt. Rev. Bishop H. J. Molony, D.D., Mr. P. S. Cassidy, Mr. T. L. Chang, B.A., B.Sc., and the Rev. W. Rogers. The Rev. E. W. L. Martin, of St. Stephen's College, Hongkong, gave an address at a service of Holy Communion at 12.30 in St. Martin's-in-the-Fields, Trafalgar-square.

CHANGES IN JURY ORDINANCE.

POLICE RESERVE NOT EXEMPTED.

POWER TO DISCHARGE WHEN JURY CANNOT AGREE.

OTHER VARIATIONS.

The Gazette contains the draft of an Ordinance to amend the Jury Ordinance, 1887.

Section 7 of the Jury Ordinance, 1887 provides that the Special Jurors List and the Common Jurors List for any particular year must be brought into force on the 1st day of March, and there is no power to extend this date. The section also requires that the list of persons liable to serve as jurors must be posted up outside the Courts of Justice on or before the 1st day of February in each year, and there is also no power to extend this date. The section also requires the consideration of the jurors list by the Legislative Council in the second half of February.

Too Rigid.

The rigidity of these provisions has caused inconvenience from time to time and has sometimes made very difficult a proper consideration of points arising on the lists. This amending bill gives the Governor power to extend the dates in question in case of necessity.

The Jury Ordinance, 1887, provides for the final settlement of the lists by the Legislative Council. The bill transfers this duty to the Governor-in-Council, who is considered to be the more suitable authority.

Selection of Special Jurors.

The Jury Ordinance, 1887, throws on the Legislative Council the whole duty of selecting the special jurors. The bill provides that the list of special jurors shall be compiled in the first instance by the Registrar. The Registrar will be guided as to the number of names to be included in the list of special jurors as the bill provides for a certain maximum. This maximum may be altered by the Governor-in-Council from time to time. The list of special jurors will be finally settled by the Governor-in-Council, and in settling the list the Governor-in-Council will not be bound by any previous order made by him with regard to the maximum number of names to be included.

As the date on which the two lists for any particular year are to be brought into use is no longer rigidly fixed by Ordinance the bill provides that the lists brought into use in any particular year shall continue in force until the lists settled in the following year are brought into use.

The above changes are made by clauses 3 and 4 of the bill. Clause 7 of the bill is a temporary provision to the effect that the lists brought into use on the 1st day of March, 1929, shall continue in force until the new lists settled in 1930 are brought into use. The bill amends the principal Ordinance in certain other minor points also.

No Police Reserve Exemption.

Clause 2 amends section 4 of the Jury Ordinance, 1887, on the following points: In the first place it makes an addition to paragraph (2) which is intended to make it clear that members of the Hongkong Police Reserve are not to be exempt from jury service. In the second place, it omits the reference to dissent in paragraph (8), because it has been objected that the word dissent is inappropriate where there is no established religion.

Section 10 of the Jury Ordinance, 1887, provides, *inter alia*, that a jury panel must be drawn by the Deputy Registrar in the presence of the Registrar. This might be inconvenient, and accordingly clause 5 amends section 10 of the Jury Ordinance, 1887, by providing that the panel may be drawn either by the Registrar or by a Deputy Registrar.

When Jurors Disagree.

Section 24 of the Jury Ordinance, 1887, provides, *inter alia*, that if a jury has not returned its verdict before all the other cases for trial at the same session "have been disposed of, and when it sufficiently appears" that the jury cannot agree, the jury is to be discharged and a new jury to be empanelled.

The word "session" is not entirely free from doubt, but even if it means only a day's sitting, a case may easily arise where it would be unnecessary to wait to the end of the day before being sure that the jury could not agree.

Again, it may be doubtful when the point of time is reached which is described by the words of the section "(when) all the other cases for trial at the same sitting or

ATLANTIC FLIGHT ACHIEVED.

(Continued from Page 1.)

Ireland, forced down in ocean and rescue by Danish ship Mary. June 14, 1919—First successful non-stop trans-Atlantic flight made by Captain John Alcock and Lieutenant A. W. Brown of England, who flew from Newfoundland to Gliden, Ireland, in 16 hours and 12 minutes, covering 1960 miles.

July 2, 1919—British dirigible R-34 crossed Atlantic with 31 persons aboard (one a stowaway) from Scotland, arriving at Mineola, N. Y., July 6. Return voyage safely negotiated, beginning July 10.

Sept. 28, 1924—Two of the four U.S. Army Round-the-World planes crossed Atlantic via Iceland, Greenland, Labrador, Newfoundland.

Oct. 12, 1924—The ZR-3, now the Los Angeles, left Zeppelin works at Friedrichshafen, Germany, and landed at Lakehurst, N. J., Oct. 15, flying 5000 miles in 81 hours.

Jan. 1926—Commandant Franco, of Spain, flew his seaplane to Buenos Aires, Argentina, via Canary Islands.

Feb. 22, 1927—Commander Francesco De Binedo, flew across the Atlantic from Cape Verde Islands, off the coast of Africa, to South America. On May 23, he left Newfoundland on his way back to Italy via the Azores.

May 21, 1927—Lindbergh, New York to Paris, 3610 miles, 33½ hours.

June 4, 1927—Clarence D. Chamberlin and Charles A. Levine took off from New York and landed at Eisleben, Germany, on June 6, breaking world record for long distance flying with 3911 miles in 42 hours and 31 minutes.

June 29, 1927—Commander Byrd, Bert Acosta, George O. Noville and Bernt Balchen left New York and came down in shallow water off coast of France early on morning of July 1, after 3477 miles in 46 hours and 9 minutes.

August 27, 1927—William S. Brock and Edward P. Schlee, Round-the-World aviators, flew from Newfoundland to Croydon aerodrome, London, covering 2400 miles in 23 hours and 9 minutes.

Oct. 11, 1927—Ruth Elder and George Haldeman left New York for Paris; two days later rescued from ocean by Dutch tanker near Azores.

April 12, 1928—Koehl, Von Huenefeld and Fitzmaurice left Ireland and landed on Greenely Island, off Labrador coast, on Friday, the 13th, making first westward airplane crossing in single-motored plane.

June 17, 1928—Miss Amelia Earhart, Lieutenant Wilmer Stultz and Lew Gordon, left Newfoundland and landed in Wales on following day, completing 2100 mile hop in 20 hours and 49 minutes.

Oct. 11, 1928—Graf Zeppelin crossed from Germany to U.S. with 20 passengers and 40 crew, 6000 miles in 11½ hours.

Oct. 29, 1928—Graf Zeppelin began return flight with 25 passengers and 40 crew. Completed in 71 hours and 12 minutes.

March 26, 1929—Captains Ignacio Jimenez and Francisco Ilesia, Spanish aviators, landed at Bahia, Brazil, after a flight from Spain.

EXCHANGE RATES.

London, June 14.	
Paris	124.05
Geneva	25.205
Berlin	20.335
Oslo	18.194
Helsingfors	193%
Athens	874%
Buenos Aires	47.6/32
Hongkong	1/105%
New York	48.12/16
Amsterdam	12.075
Stockholm	18.12/16
Vienna	34.625
Madrid	33.845
Bucharest	818
Bombay	1/6.13/16
Yokohama	1/9%
Brussels	34.01
Milan	92.05
Copenhagen	18.20
Prague	103.18/18
Lisbon	108%
Shanghai	2.24/4
Silver (spot)	24.7/10
Silver (forward)	20%

—British Wireless.

session have been disposed of." For example, two cases might be down for hearing on a particular day and only one might be disposed of on that day, or neither case might be finished on that day.

Accordingly clause 6 of the bill alters the word "or" to "and" in the passage quoted at the beginning of this paragraph. The result will be that the court will have power to discharge a jury at any time when satisfied that the jury cannot agree upon a verdict.

NANNING OUTLOOK DUBIOUS.

TRENCHES BEING DUG IN REGION OF CITY.

PATCHED-UP PEACE?

Nanning, June 3. During the last few days, the political aspect has been rather dubious, and there has been a general exodus of all connected with the military and official circles. All the imported teachers from other provinces are taking a vacation of unspecified duration. Hongkong and Indo-China banks notes that have been under the ban have come to the fore and are sure to bring the bearer a warm welcome in any shop where they are shown. Everyone is anxious to do business with anyone who has real money. A Hongkong

TWO DON'TS.

Don't neglect cleanliness. But don't waste water.

dollar will purchase five or six of the local variety. In fact, one is reminded of the early days in China, when copper cash were the general medium of exchange. Locally, the cent is the basis of all ordinary barter. The country people refuse to deal in anything else.

According to local reports, the Kwangsi soldiers have been victorious on some fronts, but some of the wounded that have come back report that the newspapers do not print real news, but only official reports. The fact is the local people are, as they say, sitting in a well and viewing the heavens—they are rather apprehensive that there is a storm approaching.

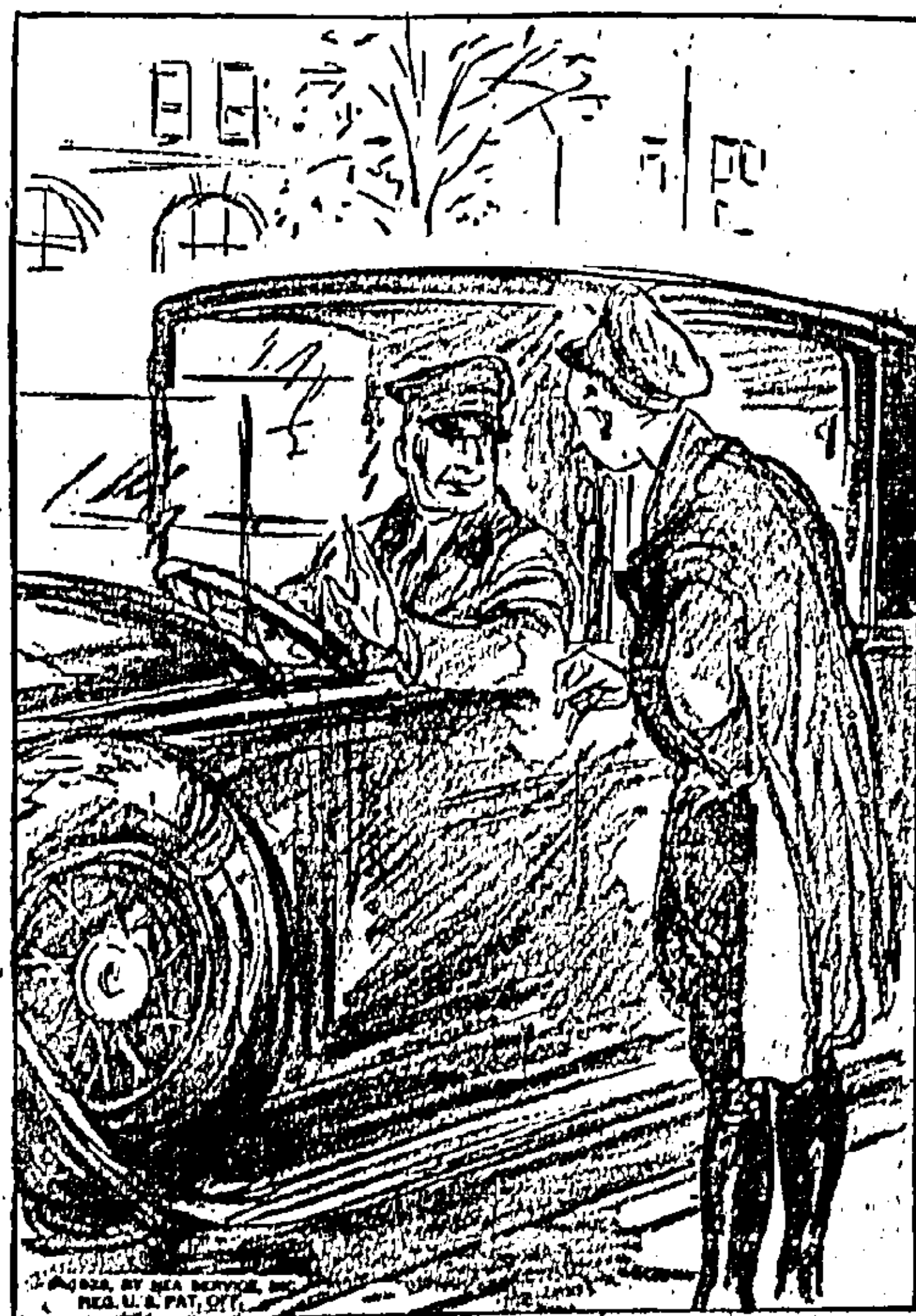
Trenches have been dug around the city, and new soldiers are being recruited and drilled, but there is very little enthusiasm, and almost everyone anticipates that there will be some sort of a peace patched up.—Our Own Correspondent.

JEWELLERY BARGAINS.

ULLMANN'S SALE ATTRACTS MANY CUSTOMERS.

An announcement appearing on Page 13 of this issue is of unusual interest, indicating as it does, that the oldest foreign firm of jewellers in China is definitely closing its famous retail establishment in Shanghai, and that the Hongkong store has received instructions to make drastic reductions in stock immediately.

Messrs. J. Ullmann and Co., for that is the firm concerned, enjoy a very wide reputation for both the quality and selection of the merchandise they sell, and their name is pre-eminent in the diamond and watch trade. The firm carries on a very large wholesale trade, and this is to be continued. The opportunity of purchasing the latest and best in jewellery, watches, silverware, etc., at so great a reduction as a third off usual prices does not very often occur, and it is not to be surprised at that the store is kept very busy these days.



"Now, I couldn't get you none. The boss only sells it in dozen case lots."

BRITISH AMATEUR GOLF TITLE.

(Continued from Page 1.)

teenth, when he got into the Canal.

At the Fateful fifteenth, Thorburn missed his approach and lost, while he played the short 16th so badly that Tolley won in 4 against 6 and squared the match.

Tolley won the 17th to become dormey one.

The 18th green provided some thrills. Tolley got into a bunker on the edge, but got out well and secured a half, to win the match. Thorburn missed a two-yard putt in an endeavour to save the match.

Sixth Round Matches.

The youngest pair opened the day's proceedings. Playing the 6th Round, Hartley took the lead at the short sixth, and was still one in front at the ninth. Hartley won four of the six homeward holes, Topley losing his chance when he took three putts at the thirteenth.

Dawson took the lead at the second, but lost the fourth, where he went over the fence for the third successive time in the championship. He won the sixth, and became two up at the short eighth, where he holed a seven-footer for two. Evans was bunkered at the ninth, the American winning the hole. Evans gave up the tenth. Dawson won the next two and halved the thirteenth.

Smith took the lead at the fourth hole, but lost the fifth. The next three were halved. At the ninth, Scott played a delightful pitch to the ninth green, taking the lead for the first time. Smith squared at the eleventh, and won the twelfth, his opponent becoming bunkered from his second shot. Smith, afterwards, chipped down out of a bunker, becoming dormie two, and got a half at the seventeenth.—*Router*.

GOVERNMENT ACCEPTS TENDERS.

FOR MOTOR SPIRIT AND CAUSEWAY BAY ROAD.

It is notified in the Gazette that the following tenders have been accepted:

Standard Oil Co. of New York for motor spirit.—In tons of 4 gallons at \$3.27 per Unit.

Asiatic Petroleum Co. Ltd. for motor spirit.—In S.C. Drums at \$0.39 per Imperial gallon; in Bulk tank at \$0.39 per Imperial gallon.

Messrs. Un Ni-Lung \$29,870.00 for the construction of road from Causeway Bay to Quarry Bay—Centre Section opposite M.L. 430 to Cable House.

COLONY'S FINANCES.

CREDIT BALANCE SHOWS AN INCREASE.

Financial returns show that the Colony's credit balance at the end of February was \$9,356,402, compared with \$9,203,904 at the end of January.

The revenue for the month was \$1,795,794, against \$1,923,017 in the same month last year.

The month's expenditure was \$1,143,295, compared with \$1,363,601 in February last year.

LOCAL SHOWERS.

The weather forecast up to noon to-morrow is:—South winds, moderate; fair generally; local showers.

The Very Idea!

"Children don't want to read poems about themselves," declared Professor J. Dover Wilson in an address to the National Union of Women Teachers on "The Child in English Poetry."

"They did not understand what was meant by childhood," he said. "They were always looking forward to growing up, and they did not need to be always told they were having the best time of their life now."

Miss G. Von Wyss, London University, in a paper on biology, said there was a misconception that the teaching of biology would take away children from Church and religion. The biologists never feared that the teaching of the Scriptures and study of religion would keep anyone away from the love of woods and forests.

Biology was the study of life, but its teaching required a particular type of mind. "You must be prepared to go out in wet weather, to carry big bags, jam pots and fishing-rods, and you must be prepared to walk through Liverpool Street Station with all this paraphernalia."

"City teachers should adopt intensive and continuous study. They should keep a bean not on a piece of grey flannel or in a broken saucer, but in a pot of earth."

The music swelled louder and louder, and then suddenly dwindled down to nothing once again.

"You were quite right about your piano playing, young man," said the hostess, approaching from the other side of the room.

"I am glad you enjoyed it," returned the budding Paderewski.

"Yes," continued the hostess, "you said you'd rattle a few things off on the piano, and two vases have already disappeared."

North London woman, summoning her husband—I argued with him, as a wife should do.

Midland Youth, to a Solicitor—Listen here you are a professional talker, but I want a chance.

Coventry Defendant—I ought to say something, but I shall say nothing. A still tongue makes a wise head.

Willenden Woman—She said—"Who are you looking at?" Then she insulted me right and left on my own doorstep.

It was stated at Tottenham that a man and woman, by singing in the Edmonton streets for nearly an hour, received in alms 15s. 8d., between them.

A man standing in the Dock at Stratford threw an article of clothing across the Court to a witness. The Clerk—I say, this is not a bowling green.

An old gentleman was seated in a tram reading a newspaper. Presently he threw it down by the side of him and rose as if he was about to get out.

He changed his mind, however, and sat down upon the morning paper which he had placed on the seat. The tram hadn't proceeded very far when a young man opposite addressed the owner of the paper:—

"Excuse me, sir," he said, "but are you reading that paper you're sitting on?"

To-day's Ghost Story.—"When I was engaged to be married I was sitting at tea with my mother and sisters, and suddenly looking up I saw my fiancé standing before me with a cut across his forehead from which the blood was pouring. I jumped up, dropping my cup, and exclaimed, 'Mother! Charlie's hurt!' and nothing that she could say would calm me, for I was obsessed with the certainty that my fiancé was hurt."

"When my father came home and heard my story he went at once to my fiancé's home, and found that the housekeeper had just received a telegram to say that he had been in a railway accident, and was injured with a cut on the forehead. The time of the accident corresponded with the time that I had the vision."

"I once knew a man," said the Englishman, "who was so economical that he used to cover up his ink-well between each dip to prevent loss by evaporation."

"And I knew a man," said the Scotman, "who stopped his clocks every night to prevent the works wearing out."

Then up spoke the Irishman. "I knew a man who was so mean that he gave up reading the newspaper in the free library to save his spectacles."

The property known as "Craigfin West," No. 506, The Peak, put up for auction yesterday at Messrs. Lammert's auction room, at the upset price of \$22,500 was withdrawn, as no bids were forthcoming.

POWELLS

10, Ice House Street.



"ATLAS" Regt.

for DAY or EVENING WEAR.

To go to Powells for Shirts is to consult a master in "Shirtcraft." Your Shirts will be individual productions made for you. They will be shirts conforming to your requirements, which would fit, may be, another man, but no one quite so well as they fit you.

New Shirts just received. Wm. POWELL, Ltd. —Shirt and Pyjama Makers—

Large stocks also carried ready-to-wear.

WHEN THE WEATHER IS HOT COME TO

THE "SWALLOW"

High Class Ice Cream Parlour. 90, Queen's Road East (Wantsai.)

Hosiery has become one of the most important items of fashion, and no woman can afford to treat the selection of her hosiery lightly to-day. Worn with good shoes they add a touch of personality. A treasure, highly prized among women.

GORDON'S

Sell Only The Best Silk Hosiery!

VAN RAALTE VIRGINIA BLUE MOON;

—and their footwear styles are undoubtedly popular.

SALON—ROOM SEVEN, SECOND FLOOR.

Tel. C. 4052.

KAYAMALLY BUILDING.

DEVAL

Smartly tailored silk washing dresses, in a variety of delightful colours.

Also—A new selection of silk Umbrellas in the latest designs and shades.

SMART STRAW HATS.

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"Ain't Love Funny?"



A comedy of Love and Youth!

A Peppy Racing Romance!

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BATHING COSTUME

For MEN, LADIES, CHILDREN.

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THE UNEXCELLED COOKING FAT

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ALL GROCERS & STOREKEEPERS.

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THE HONGKONG BENEVOLENT SOCIETY

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will be very glad to receive them at the

City Hall,

Every Monday and Thursday at 10.30 a.m.

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BRIDGE MADE EASY by W.W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10).

The Finesse.
When a finesse fails to work do not be discouraged. Rest content with the knowledge that you are playing correctly. No guarantee goes with every attempt of this kind. The law of probability favours it, however, when played as shown in the instances cited in this chapter.

If the reason for the method of play for each instance is not apparent, reverse the procedure and the logic governing the recommended play will become quite obvious. You will find that when you reverse the method the probability of making the trick not only diminishes but often vanishes.

Following are some instances when a finesse should be tried:

(1) Dummy holding A Q J; Declarer, 2, 3. Three tricks may be made. Declarer leads 2 and finessees Jack. Then he returns to his hand in another suit and leads 3, finessing Queen.

(2) Dummy holds A K J; Declarer, 6, 5, 4. Three tricks may be made. Declarer leads 4 and finessees Jack.

(4) Dummy holding A Q 10; Declarer, 8, 5, 4. Two or three tricks may be made. Declarer leads 4 and finessees 10. Then he returns to his hand in another suit and leads 5, finessing Queen.

(4) Dummy holding A J 10; Declarer, 4, 3, 2. Two or three tricks may be made. Declarer leads 2 and finessees 10. Then he returns to his hand in another suit and leads 3, finessing Jack.

(5) Dummy holding K 9; Declarer, 7, 2. One trick may be made. Declarer leads 2 and finessees King. If West covers 2 with Ace, 9 is discarded from dummy and King is high. If east holds the Ace, the finesse fails but when the distribution is such, the King must be lost no matter how it is played. Leading from the dummy would lose the King no matter which one of the opponents held the Ace. The finesse gives the declarer his only chance of making the King good.

(6) Dummy holding K Q 2; Declarer, 4, 3. Two tricks may be made. Declarer leads 3 and finessees Queen. Then he returns to his hand in another suit and leads 4, finessing King.

(7) Dummy holding, A 4; Declarer, Q 5. Two tricks may be made. From the dummy the 4 is played and declarer finessees the Queen.

HAYLEY MORRISS'S SCHOOL DAYS.

JURY EMPANELLED FOR NEW ACTION.

London, May 15.
A jury was empanelled to-day to try a second libel action which Mr. Morris brought against the London Express Newspaper, Ltd.

Mr. Morris complained of an article which appeared in the *Daily Express* on December 18, 1925, and which imputed, he alleged, that he indulged in vice, and that while at school he was a bully and a coward. He claimed damages.

The defendants pleaded that the words were true.
Mr. Charles Doughty, K.C., for Mr. Morris, read the article, which stated that "the main characteristics of Mr. Morris were that he was a debauchee, a daredevil, and a doer of women." The article occupied two columns. "The whole thing," declared Mr. Doughty, "is the product of someone's imagination and a fraud. Morris was only at Ware School, Hertfordshire, when he was eight, and was too small to be a bully."

Mr. Morris gave evidence bearing out his counsel's statement.

Judge's Reproof.

Mr. Norman Birkett, K.C., (cross-examining)—Do you now put yourself before the jury as guardian of the morals of the young?

Mr. Morris said that what he did was wrong, but he was trapped into it. On the face of it he agreed that his record was a terrible one, but the facts had not been truly stated.

Mr. Birkett—What is the purpose of your bringing this action—to vindicate your name?—In my opinion, newspapers are obtaining money from the public by false pretences. It is everybody's duty to stop this orgy of libel. There is only one way of doing it, and that is what I am doing.

"Don't point your finger to me," Mr. Morris said to Mr. Birkett, who was cross-examining him about the trial at Lewes Assizes.

Mr. Justice Swift (sternly)—I am conducting the proceedings of the Court. Don't give instructions to anybody.

Mr. Birkett said that he was calling no witnesses.

Addressing the jury, Mr. Birkett said that for them to give Mr. Morris any damages would shock the conscience of mankind, having regard to the circumstances and the facts of the case. "The smallest coin of the realm would be too much to give this man," he added.

Mr. Birkett had not concluded his speech when the hearing was adjourned.

Fashion's Latest Head-Note



*Waves
Are Coming Back
with a
Bang!*

Amazing NEW Silence distinguishes the 1929 KELVINATOR Among All Electric Refrigerators

PRODUCT of a company concentrating for 15 years on automatic refrigeration, the New Silent Kelvinator stands to-day not only for an improvement of this great line, but a genuine achievement in domestic refrigeration. It is so positively silent in operation that it is difficult to tell, even while standing close, whether it is running.

Wholly automatic, Kelvinator demands no regulation or attention on your part. It rapidly freezes desserts, salads, etc., while maintaining scientifically correct temperatures to preserve food and its flavour.

The Kelvinator Corporation, too, builds its own cabinets—models of staunch, roomy convenience with rounded inside corners to permit easy cleaning.

THE RELIABLE KELVINATOR

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EXCHANGE BUILDING - - - - - Tel. C. 673

CALL AND SEE THE VARIETY OF MODELS ON EXHIBITION

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WHITEAWAY, LAIDLAW & CO., LTD.
FURNISHING DEPARTMENT.

AND AT
THE HONGKONG ELECTRIC COMPANY
SHOWROOM.

UNDERWOOD TYPEWRITERS	WAYGOOD-OTIS LIFTS	GARDNER ENGINES
HOPE'S STEEL WINDOWS	DODWELL & CO., LTD. QUEEN'S BUILDING TELEPHONE CENTRAL 1030	SANITARY AND HEATING ENGINEERING
ELECTRO-PLATING	FRIGIDAIRE REFRIGERATORS	KAILAN MINING ADMINISTRATION COAL-CERAMICS GLASS

BOY WHO INSURED TOY BOAT AT LLOYD'S.

UNDERWRITERS PAY FOR LOSS IN PARK POND.

Richard Levy, the fourteen-year-old son of a doctor, who lives at Shoot-up-hill, Crickwood, is destined for great things.

He has a passion for model boats. For weeks he saved his pocket money until he had enough to buy materials for what proved to be as trim and speedy a little model steamship as captain could wish for.

The boat was launched in a Hampstead pond. But when only a few minutes out it sank in a fathom and a half and was totally lost.

After more weeks of saving up, a second boat was built which showed even greater promise. But the prospect of a further disaster kept Richard awake at nights.

Then he had a bright idea. He would get his craft underwritten at Lloyd's!

And these extracts from correspondence show what happened next:

From Messrs.—and Co., Ltd., Insurance Brokers, Lloyd's.

Richard Levy, Esq.,
Dear Sir,

"We have pleasure in advising you that with a firm order in hand we can effect insurance on your model steam-propelled boat for a period of 12 months on a valuation of £8 against the risks of fire and damage by collision whilst actually running on ponds or lakes for a premium of 6s. With policy fee and stamp duty the total charge would be 6s. 7d."

"Salving" Expenses.

In due course the firm sent a Memorandum of Insurance effected with Lloyd's Underwriters. Then later the firm wrote:

"We are in receipt of your letter confirming your conversation with our representative, when you informed him that the model boat had sunk in the Round Pond in Kensington Gardens.

"The underwriters have approved your action in arranging for the Hyde Park authorities to endeavour to salvage the sunken vessel at a cost of £1 if the boat be recovered, or 10s. In the event of the salvage operations proving unsuccessful."

Then the underwriters sent experts to the pond to try to salvage it, but they failed.

And so the underwriters have just sent Richard a cheque for £8 8s. 4d. insurance, loss brokerage, plus salvage charges.

L.C.C. HOUSE RENTS REDUCED.

DOWN 1/6 A WEEK ON BECONTREE ESTATE.

There will be an all-round reduction in rents of 1s. 6d. a week on the London County Council housing estate at Becontree, on the eastern outskirts of London from July 1.

The reductions are announced in the latest report of the L.C.C. Housing Committee.

The reasons for the change are given as follows:

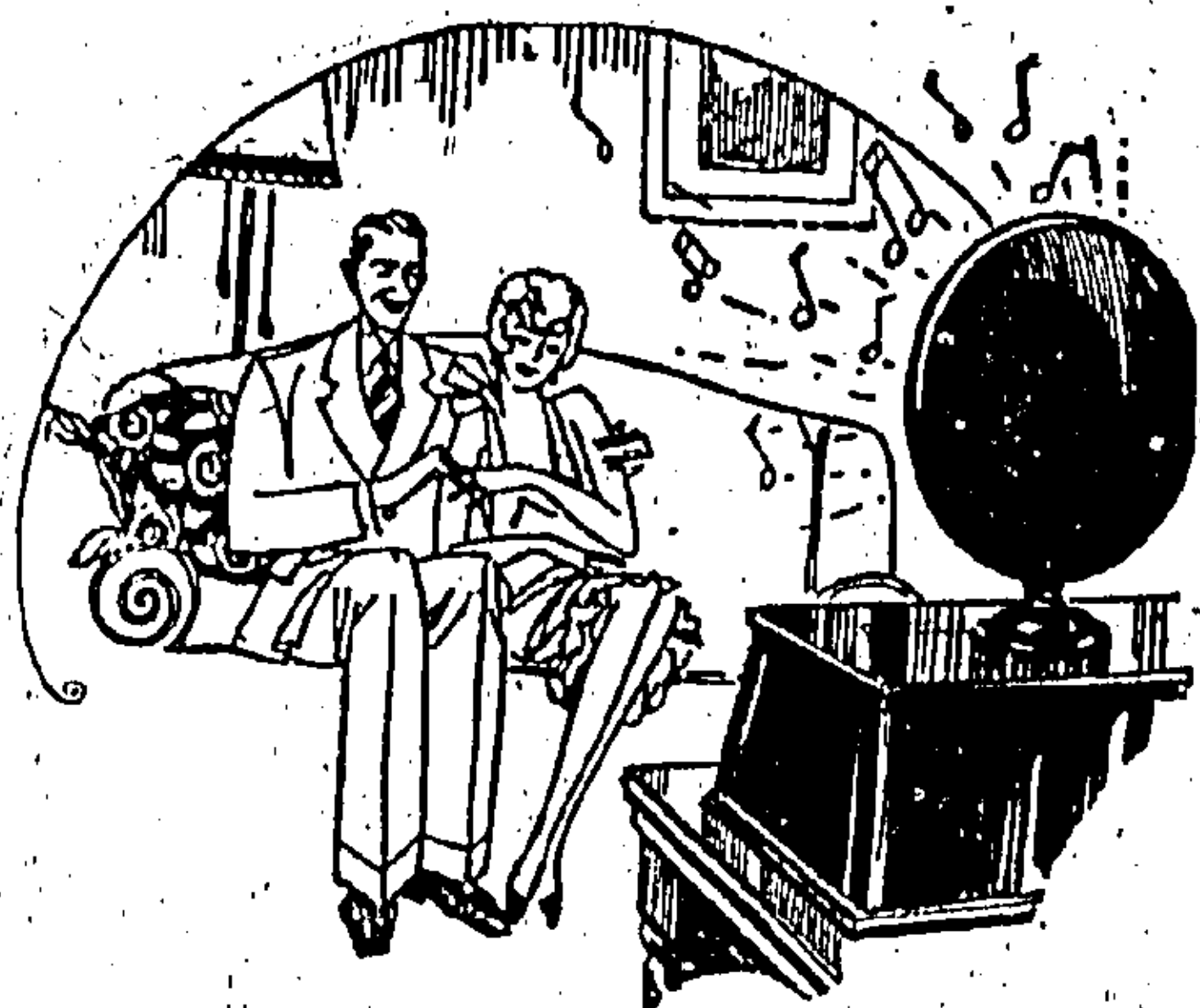
(1) The distance of the estate from London and the consequent higher cost of travelling.

(2) The "unusually large proportion of tenants at Becontree who have come from overcrowded conditions in London and have been required to take accommodation suitable to the needs of their families at rents which are necessarily higher than they were previously paying."

(3) The general low level of rents in the district.

The present rents at Becontree range from 1s. 6d. a week for a six-roomed house to 7s. 6d. a week for two-roomed flats.

"ZBW" — HONGKONG CALLING!



LISTEN IN ON A —

GECOPHONE

WIRELESS SET.

2-VALVE RADIO RECEIVER AND GRAMOPHONE REPRODUCER, COMPLETE WITH VALVES, HIGH AND LOW TENSION BATTERIES, LOUD SPEAKER AND AERIAL EQUIPMENT..... HK.\$125.

Arrange with us for a Demonstration.

Full stocks of Accessories, Valves, etc. including screen grid 2 and 6 volt. valves.

The General Electric Co. (China), Ltd.
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SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE AND
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

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SALVAGE TUG "TAIKOO"
Wireless Call
V.P. S.H. 600 Meters.

—DRY DOCK—

Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
Sill (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships up to
3,000 Tons displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

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of all kinds especially for ship-
building and engineering work.
Complete stock. Best Terms.
Immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1880.

HING LUNG St.
Phone Central 501

HUSBAND AND WIFE KILLED.

MOTOR CAR CRASHES INTO TELEGRAPH POST.

London, May 6.
Mr. William Nicholson, age 67,
and his wife, who was aged 65,
of Anick Grange, Hexham, North-
umberland, were killed in a
motoring accident yesterday on
the Great North Road, three miles
from Newark.

When near a bend in the road,
the car, which was driven by their
son, Mr. George Nicholson, skidded,
and crashed into a double tele-
graph pole.

The side of the car was smash-
ed to splinters, and the nature of
the injuries indicated that the
heads of Mr. and Mrs. Nicholson
had come into violent contact with
the pole. The son escaped with
a few bruises.

The party was returning from
a visit to another son at Ipswich.

Mrs. Sarah Heiser, of Cricket-
field-road, Clapton, E., was killed,
her husband, Mr. Samuel
Heiser, severely injured, and two
daughters, Annie and May, slight-
ly injured, in a motor accident be-
tween Dartford and Strood yester-
day. The car, which was being
driven by one of the daughters,
skidded, hit the kerb, ran on the
grass, and overturned. The car
caught fire and was destroyed.

A motor-car and a motor-cycle
were in collision on the Kingston
by-pass road on Saturday night.
The motor-cycle burst into flames,
and the rider, Mr. C. Clark, of
Lenelby-road, Tolworth, was
severely burned about the face,
hands, and left leg. The driver
of the car, Miss Florence Pryor,
of Donerale-street, Fulham, S.W.,
escaped injury.

Bus Hits Parapet.

An omnibus plying on the
Slough to Leatherhead route, was
taking a bend on the Wey Bridge
yesterday, and was approaching a
motor ice-cream van, when it
skidded violently, mounted the
footpath, and crashed into the
parapet of the bridge.

Several of the iron railings were
broken but the omnibus stopped
when one wheel was partially over
the water.

In swinging round, the rear
portion of the omnibus caught the
ice-cream van, and the driver of
the van, Augustus Petrucci, was
injured. Four women passen-
gers of the omnibus were taken
to Weybridge Hospital suffering
from bruises, cut fingers and legs,
and shock, but after treatment
were able to proceed to their
homes.

Traffic was held up for nearly
two hours.

ARREST OF TWO U.S. EX-OFFICIALS.

SEQUEL TO DETENTION OF WEALTHY SPANIARD.

New York, May 5.
Salvador Ateca, a wealthy
Spaniard, said to have been the
financial genius behind the Es-
cobar uprising in Mexico, has
been arrested with 750,000 dollars
(about £150,000), in gold and
securities in his possession which,
the Mexican Government alleges,
he stole from Juarez banks while
rebel forces held that city.

With Ateca, who was preparing
to leave for Spain, the Govern-
ment arrested Antonio Gomez
Maquero, his secretary. Both
have been detained pending extra-
dition to Mexico.

Agents have arrested, also, Rus-
sel B. Mathews, former Assistant
Director of Immigration, at
El Paso, Texas, and W. H. Fryer,
former Assistant United States
Attorney there, on charges of con-
spiracy to obstruct justice by
aiding Ateca and Maquero to
leave Mexico.

Ateca, who owned valuable min-
ing and gambling concessions at
Juarez, insists that it was his own
money which he had deposited in
Juarez banks before the revolution,
while planning a trip to Spain.

Spaniard's Defence.

Such trip, he declares, was be-
ing made with the sanction of the
United States Court at El Paso,
which released him on bail after
his arrest on a charge of appropri-
ating about \$2,100 from the
Juarez treasury.

Mr. Fryer said he was merely
acting as Ateca's attorney, while
Mr. Mathews insisted that he had
come to New York at the direction
of his superiors, to arrange with
the immigration authorities to
permit Ateca to return after he
had visited Spain.

In addition to the complaint on
which he has been arrested at
El Paso, there are three other
charges against Ateca. Two
charges allege conspiracy to
smuggle munitions into Mexico,
and the third is a civil suit by
a Juarez woman, accusing him of
refusing to return \$3,000 belong-
ing to her.

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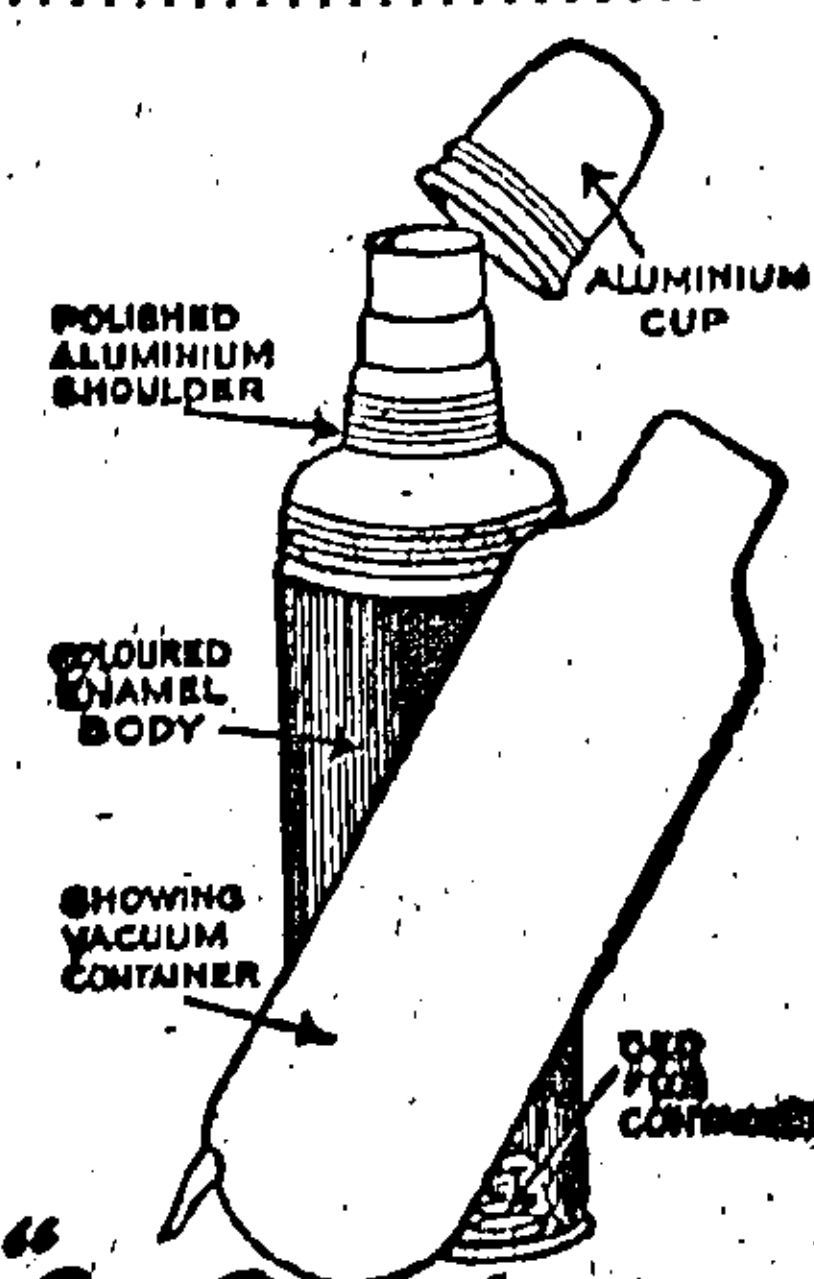
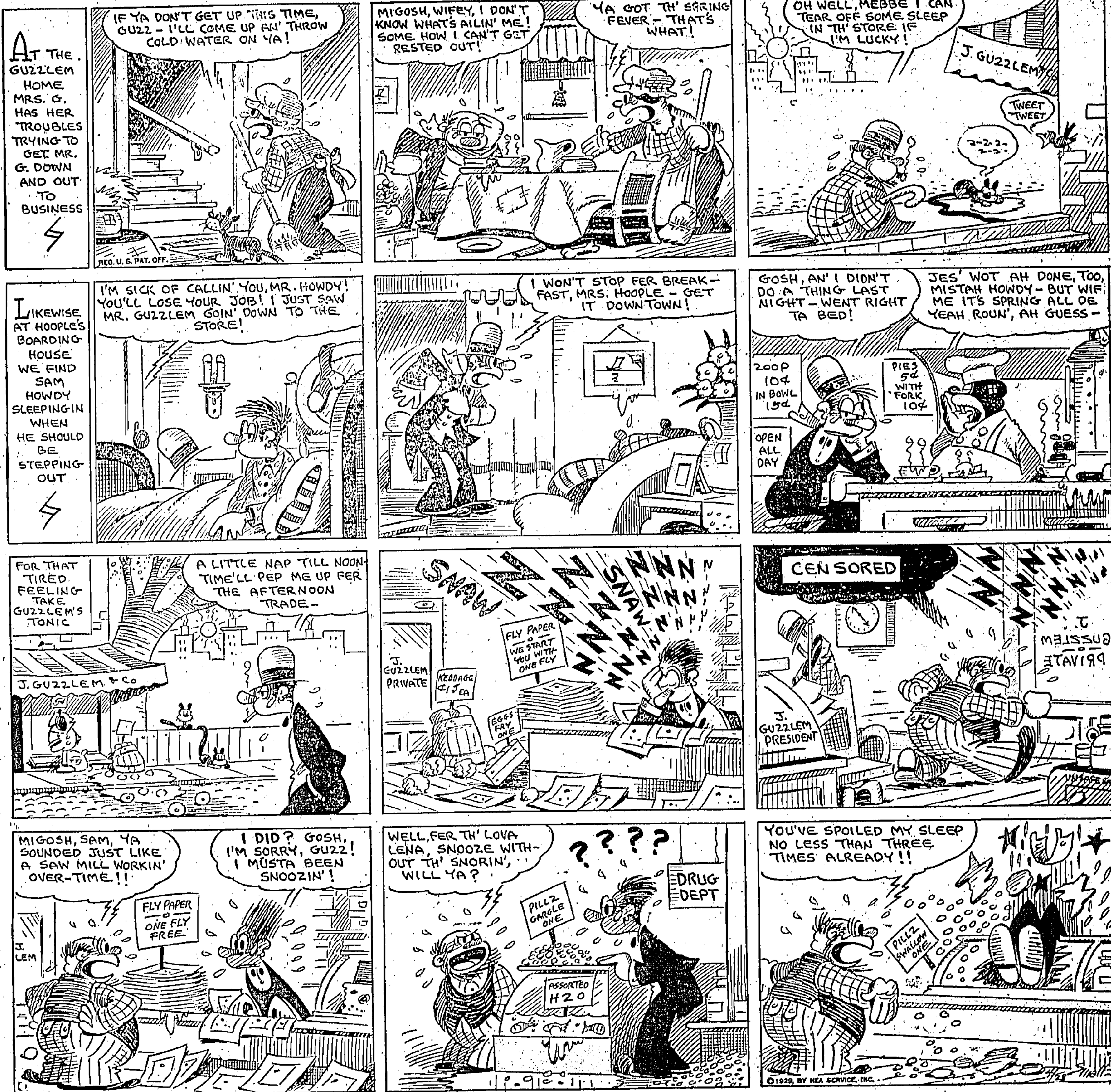
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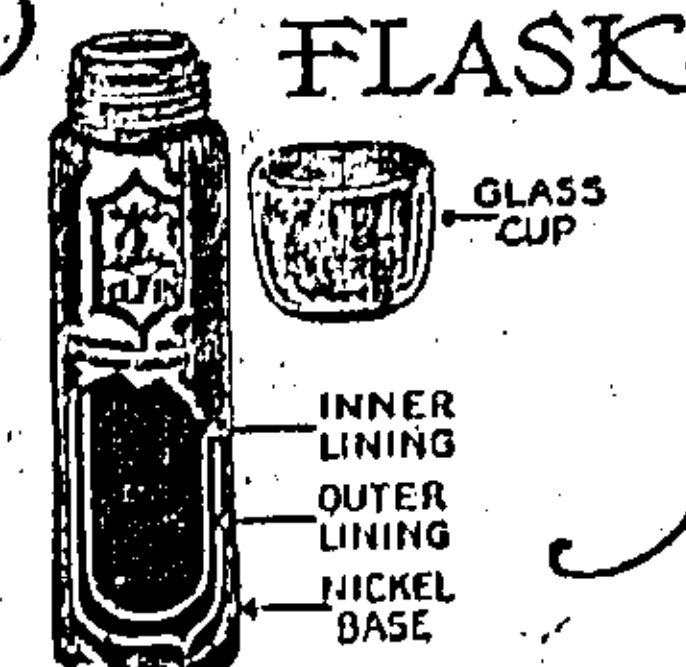
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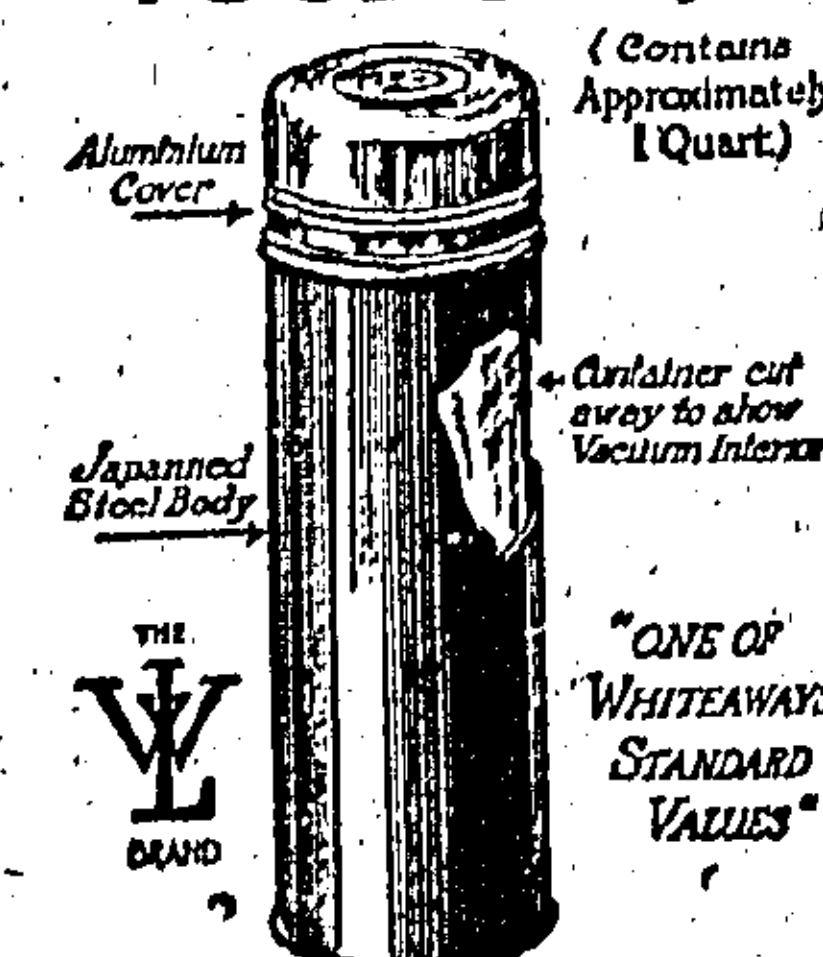
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Empress of Russia	Empress of Asia	Empress of France	Empress of Russia	Empress of France	Empress of Russia	Empress of Asia	Empress of Canada	Empress of Russia	Empress of Asia	Empress of Canada	Empress of Russia
June 26	July 10	July 31	Aug. 21	Sept. 4	Sept. 25	Oct. 9	Oct. 20	Nov. 13	Nov. 27	Dec. 10	Jan. 15
June 29	July 13	Aug. 3	Aug. 24	Sept. 7	Sept. 28	Oct. 12	Oct. 23	Nov. 16	Nov. 30	Dec. 13	Jan. 18
July 2	July 16	Aug. 6	Aug. 27	Sept. 10	Sept. 31	Oct. 15	Oct. 26	Nov. 19	Nov. 31	Dec. 14	Jan. 21
July 4	July 18	Aug. 8	Aug. 29	Sept. 12	Sept. 33	Oct. 17	Oct. 28	Nov. 21	Nov. 33	Dec. 16	Jan. 23
July 13	July 27	Aug. 17	Aug. 28	Sept. 11	Sept. 22	Oct. 26	Oct. 27	Nov. 20	Nov. 32	Dec. 15	Jan. 22
July 27	Aug. 10	Aug. 20	Aug. 31	Sept. 14	Sept. 25	Oct. 29	Oct. 30	Nov. 23	Nov. 35	Dec. 18	Jan. 25
Aug. 10	Aug. 24	Aug. 34	Sept. 4	Sept. 17	Sept. 28	Oct. 31	Nov. 1	Nov. 24	Nov. 36	Dec. 19	Jan. 26
Aug. 17	Aug. 31	Sept. 1	Sept. 12	Sept. 25	Sept. 26	Oct. 3	Oct. 4	Nov. 27	Nov. 39	Dec. 20	Jan. 27
Aug. 20	Aug. 34	Sept. 4	Sept. 15	Sept. 28	Sept. 29	Oct. 6	Oct. 7	Nov. 30	Dec. 1	Dec. 23	Jan. 28
Aug. 27	Aug. 41	Sept. 11	Sept. 22	Sept. 35	Sept. 36	Oct. 13	Oct. 14	Dec. 7	Dec. 19	Dec. 30	Jan. 29
Sept. 4	Sept. 18	Sept. 28	Sept. 29	Oct. 2	Oct. 3	Oct. 20	Oct. 21	Dec. 14	Dec. 26	Dec. 31	Feb. 1
Sept. 11	Sept. 25	Sept. 35	Sept. 36	Oct. 9	Oct. 10	Oct. 27	Oct. 28	Dec. 21	Dec. 3	Dec. 32	Feb. 2
Sept. 18	Sept. 32	Sept. 42	Sept. 43	Oct. 16	Oct. 17	Oct. 34	Oct. 35	Dec. 28	Dec. 10	Dec. 33	Feb. 3
Sept. 25	Sept. 39	Sept. 49	Sept. 50	Oct. 23	Oct. 24	Oct. 41	Oct. 42	Dec. 31	Dec. 17	Dec. 34	Feb. 4
Sept. 32	Sept. 46	Sept. 56	Sept. 57	Oct. 30	Oct. 31	Oct. 48	Oct. 49	Jan. 1	Dec. 24	Dec. 35	Feb. 5
Sept. 39	Sept. 53	Sept. 63	Sept. 64	Nov. 6	Nov. 7	Oct. 55	Oct. 56	Jan. 8	Dec. 31	Dec. 36	Feb. 6
Sept. 46	Sept. 60	Sept. 70	Sept. 71	Nov. 13	Nov. 14	Oct. 62	Oct. 63	Jan. 15	Jan. 1	Dec. 37	Feb. 7
Sept. 53	Sept. 67	Sept. 77	Sept. 78	Nov. 20	Nov. 21	Oct. 69	Oct. 70	Jan. 22	Jan. 8	Dec. 38	Feb. 8
Sept. 60	Sept. 74	Sept. 84	Sept. 85	Nov. 27	Nov. 28	Oct. 76	Oct. 77	Jan. 29	Jan. 15	Dec. 39	Feb. 9
Sept. 67	Sept. 81	Sept. 91	Sept. 92	Dec. 4	Dec. 5	Oct. 83	Oct. 84	Jan. 36	Jan. 22	Dec. 40	Feb. 10
Sept. 74	Sept. 88	Sept. 98	Sept. 99	Dec. 11	Dec. 12	Oct. 90	Oct. 91	Jan. 43	Jan. 29	Dec. 41	Feb. 11
Sept. 81	Sept. 95	Sept. 105	Sept. 106	Dec. 18	Dec. 19	Oct. 97	Oct. 98	Jan. 50	Jan. 36	Dec. 42	Feb. 12
Sept. 88	Sept. 102	Sept. 112	Sept. 113	Dec. 25	Dec. 26	Oct. 104	Oct. 105	Jan. 57	Jan. 43	Dec. 43	Feb. 13
Sept. 95	Sept. 109	Sept. 119	Sept. 120	Dec. 32	Dec. 33	Oct. 111	Oct. 112	Jan. 64	Jan. 50	Dec. 44	Feb. 14
Sept. 102	Sept. 116	Sept. 126	Sept. 127	Dec. 39	Dec. 40	Oct. 118	Oct. 119	Jan. 71	Jan. 57	Dec. 45	Feb. 15
Sept. 109	Sept. 123	Sept. 133	Sept. 134	Dec. 46	Dec. 47	Oct. 125	Oct. 126	Jan. 78	Jan. 64	Dec. 46	Feb. 16
Sept. 116	Sept. 130	Sept. 140	Sept. 141	Dec. 53	Dec. 54	Oct. 132	Oct. 133	Jan. 85	Jan. 71	Dec. 47	Feb. 17
Sept. 123	Sept. 137	Sept. 147	Sept. 148	Dec. 60	Dec. 61	Oct. 139	Oct. 140	Jan. 92	Jan. 78	Dec. 48	Feb. 18
Sept. 130	Sept. 144	Sept. 154	Sept. 155	Dec. 67	Dec. 68	Oct. 146	Oct. 147	Jan. 99	Jan. 85	Dec. 49	Feb. 19
Sept. 137	Sept. 151	Sept. 161	Sept. 162	Dec. 74	Dec. 75	Oct. 153	Oct. 154	Jan. 106	Jan. 92	Dec. 50	Feb. 20
Sept. 144	Sept. 158	Sept. 168	Sept. 169	Dec. 81	Dec. 82	Oct. 160	Oct. 161	Jan. 113	Jan. 99	Dec. 51	Feb. 21
Sept. 151	Sept. 165	Sept. 175	Sept. 176	Dec. 88	Dec. 89	Oct. 167	Oct. 168	Jan. 120	Jan. 106	Dec. 52	Feb. 22
Sept. 158	Sept. 172	Sept. 182	Sept. 183	Dec. 95	Dec. 96	Oct. 174	Oct. 175	Jan. 127	Jan. 113	Dec. 53	Feb. 23
Sept. 165	Sept. 179	Sept. 189	Sept. 190	Dec. 102	Dec. 103	Oct. 181	Oct. 182	Jan. 134	Jan. 120	Dec. 54	Feb. 24
Sept. 172	Sept. 186	Sept. 196	Sept. 197	Dec. 109	Dec. 110	Oct. 188	Oct. 189	Jan. 141	Jan. 127	Dec. 55	Feb. 25
Sept. 179	Sept. 193	Sept. 203	Sept. 204	Dec. 116	Dec. 117	Oct. 195	Oct. 196	Jan. 148	Jan. 134	Dec. 56	Feb. 26
Sept. 186	Sept. 200	Sept. 210	Sept. 211	Dec. 123	Dec. 124	Oct. 202	Oct. 203	Jan. 155	Jan. 141	Dec. 57	Feb. 27
Sept. 193	Sept. 207	Sept. 217	Sept. 218	Dec. 130	Dec. 131	Oct. 209	Oct. 210	Jan. 162	Jan. 148	Dec. 58	Feb. 28
Sept. 200	Sept. 214	Sept. 224	Sept. 225	Dec. 137	Dec. 138	Oct. 216	Oct. 217	Jan. 169	Jan. 155	Dec. 59	Feb. 29
Sept. 207	Sept. 221	Sept. 231	Sept. 232	Dec. 144	Dec. 145	Oct. 223	Oct. 224	Jan. 176	Jan. 162	Dec. 60	Feb. 30
Sept. 214	Sept. 228	Sept. 238	Sept. 239	Dec. 151	Dec. 152	Oct. 230	Oct. 231	Jan. 183	Jan. 169	Dec. 61	Mar. 1
Sept. 221	Sept. 235	Sept. 245	Sept. 246	Dec. 158	Dec. 159	Oct. 237	Oct. 238	Jan. 190	Jan. 176	Dec. 62	Mar. 2
Sept. 228	Sept. 242	Sept. 252	Sept. 253	Dec. 165	Dec. 166	Oct. 244	Oct. 245	Jan. 197	Jan. 183	Dec. 63	Mar. 3
Sept. 235	Sept. 249	Sept. 259	Sept. 260	Dec. 172	Dec. 173	Oct. 251	Oct. 252	Jan. 204	Jan. 190	Dec. 64	Mar. 4
Sept. 242	Sept. 256	Sept. 266	Sept. 267	Dec. 179	Dec. 180	Oct. 258	Oct. 259	Jan. 211	Jan. 197	Dec. 65	Mar. 5
Sept. 249	Sept. 263	Sept. 273	Sept. 274	Dec. 186	Dec. 187	Oct. 265	Oct. 266	Jan. 218	Jan. 204	Dec. 66	Mar. 6
Sept. 256	Sept. 270	Sept. 280	Sept. 281	Dec. 193	Dec. 194	Oct. 272	Oct. 273	Jan. 225	Jan. 211	Dec. 67	Mar. 7
Sept. 263	Sept. 277	Sept. 287	Sept. 288	Dec. 200	Dec. 201	Oct. 279	Oct. 280	Jan. 232	Jan. 218	Dec. 68	Mar. 8
Sept. 270	Sept. 284	Sept. 294	Sept. 295	Dec. 207	Dec. 208	Oct. 286	Oct. 287	Jan. 239	Jan. 225	Dec. 69	Mar. 9
Sept. 277	Sept. 291	Sept. 301	Sept. 302	Dec. 214	Dec. 215	Oct. 293	Oct. 294	Jan. 246	Jan. 232	Dec. 70	Mar. 10
Sept. 284	Sept. 298	Sept. 308	Sept. 309	Dec. 221	Dec. 222	Oct. 300	Oct. 301	Jan. 253	Jan. 239	Dec. 71	Mar. 11
Sept. 291	Sept. 305	Sept. 315	Sept. 316	Dec. 228	Dec. 229	Oct. 307	Oct. 308	Jan. 260	Jan. 246	Dec. 72	Mar. 12
Sept. 298	Sept. 312	Sept. 322	Sept. 323	Dec. 235	Dec. 236	Oct. 314	Oct. 315	Jan. 267	Jan. 253	Dec. 73	Mar. 13
Sept. 305	Sept. 319	Sept. 329	Sept. 330	Dec. 242	Dec. 243	Oct. 321	Oct. 322	Jan. 274	Jan. 260	Dec. 74	Mar. 14
Sept. 312	Sept. 326	Sept. 336	Sept. 337	Dec. 249	Dec. 250	Oct. 328	Oct. 329	Jan. 281	Jan. 267	Dec. 75	Mar. 15
Sept. 319	Sept. 333	Sept. 343	Sept. 344	Dec. 256	Dec. 257	Oct. 335	Oct. 336	Jan. 288	Jan. 274	Dec. 76	Mar. 16
Sept. 326	Sept. 340	Sept. 350	Sept. 351	Dec. 263	Dec. 264	Oct. 342	Oct. 343	Jan. 295	Jan. 281	Dec. 77	Mar. 17
Sept. 333	Sept. 347	Sept. 357	Sept. 358	Dec. 270	Dec. 271	Oct. 349	Oct. 350	Jan. 302	Jan. 288	Dec. 78	Mar. 18
Sept. 340	Sept. 354	Sept. 364	Sept. 365	Dec. 277	Dec. 278	Oct. 356	Oct. 357	Jan. 309	Jan. 295	Dec. 79	Mar. 19
Sept. 347	Sept. 361	Sept. 371	Sept. 372	Dec. 284	Dec. 285	Oct. 363	Oct. 364	Jan. 316	Jan. 302	Dec. 80	Mar. 20
Sept. 354	Sept. 368	Sept. 378	Sept. 379	Dec. 291	Dec. 292	Oct. 370	Oct. 371	Jan. 323	Jan. 309	Dec. 81	Mar. 21
Sept. 361	Sept. 375	Sept. 385	Sept. 386	Dec. 298	Dec. 299	Oct. 377	Oct. 378	Jan. 330	Jan. 316	Dec. 82	Mar. 22
Sept. 368	Sept. 382	Sept. 392	Sept. 393	Dec. 305	Dec. 306	Oct. 384	Oct. 385	Jan. 337	Jan. 323	Dec. 83	Mar. 23
Sept. 375	Sept. 389	Sept. 399	Sept. 400	Dec. 312	Dec. 313	Oct. 391	Oct. 392	Jan. 344	Jan. 330	Dec. 84	Mar. 24
Sept. 382	Sept. 396	Sept. 406	Sept. 407	Dec. 319	Dec. 320	Oct. 398	Oct. 399	Jan. 351	Jan. 337	Dec. 85	Mar. 25
Sept. 389	Sept. 403	Sept. 413	Sept. 414	Dec. 326	Dec. 327	Oct. 405	Oct. 406	Jan. 358	Jan. 344	Dec. 86	Mar. 26
Sept. 396	Sept. 410	Sept. 420	Sept. 421	Dec. 333	Dec. 334	Oct. 412	Oct. 413	Jan. 365	Jan. 351	Dec. 87	Mar. 27
Sept. 403	Sept. 417	Sept. 427	Sept. 428	Dec. 340	Dec. 341	Oct. 419	Oct. 420	Jan. 372	Jan. 358	Dec. 88	Mar. 28
Sept. 410	Sept. 424	Sept. 434	Sept. 435	Dec. 347	Dec. 348	Oct. 426	Oct. 427	Jan. 379	Jan. 365	Dec. 89	Mar. 29
Sept. 417	Sept. 431	Sept. 441	Sept. 442	Dec. 354	Dec. 355	Oct. 433	Oct. 434	Jan. 386	Jan. 372	Dec. 90	Mar. 30
Sept. 424	Sept. 438	Sept. 448	Sept. 449	Dec. 361	Dec. 362	Oct. 440	Oct. 441	Jan. 393	Jan. 379	Dec. 91	Mar. 31
Sept. 431	Sept. 445	Sept. 455	Sept. 456	Dec. 368	Dec. 369	Oct. 447	Oct. 448	Jan. 400	Jan. 386	Dec. 92	Apr. 1
Sept. 438	Sept. 452	Sept. 462	Sept. 463	Dec. 375	Dec. 376	Oct. 454	Oct. 455	Jan. 407	Jan. 393	Dec. 93	Apr. 2
Sept. 445	Sept. 459	Sept. 469	Sept. 470	Dec. 382	Dec. 383	Oct. 461	Oct. 462	Jan. 414	Jan. 400	Dec. 94	Apr. 3
Sept. 452	Sept. 466	Sept. 476	Sept. 477	Dec. 389	Dec. 390	Oct. 468	Oct. 469	Jan. 421	Jan. 407	Dec. 95	Apr. 4
Sept. 459	Sept. 473	Sept. 483	Sept. 484	Dec. 396	Dec. 397	Oct. 475	Oct. 476	Jan. 428	Jan. 414	Dec. 96	Apr. 5
Sept. 466	Sept. 480	Sept. 490	Sept. 491	Dec. 403	Dec. 404	Oct. 482	Oct. 483	Jan. 435	Jan. 421	Dec. 97	Apr. 6
Sept. 473	Sept. 487	Sept. 497	Sept. 498	Dec. 410	Dec. 411	Oct. 489	Oct. 490	Jan. 442	Jan. 428	Dec. 98	Apr. 7
Sept. 480	Sept. 494	Sept. 504	Sept. 505	Dec. 417	Dec. 418	Oct. 496	Oct. 497	Jan. 449	Jan. 435	Dec. 99	Apr. 8
Sept. 487	Sept. 501	Sept. 511	Sept. 512	Dec. 424	Dec. 425	Oct. 503	Oct. 504	Jan. 456	Jan. 442	Dec. 100	Apr. 9
Sept. 494	Sept. 508	Sept. 518	Sept. 519	Dec. 431	Dec. 432	Oct. 510	Oct. 511	Jan. 463	Jan. 449	Dec. 101	Apr. 10
Sept. 501	Sept. 515	Sept. 525	Sept. 526	Dec. 438	Dec. 439	Oct. 517	Oct. 518	Jan. 470	Jan. 456	Dec. 102	Apr. 11
Sept. 508	Sept. 522	Sept. 532	Sept. 533	Dec. 445	Dec. 446	Oct. 524	Oct. 525	Jan. 477	Jan. 463	Dec. 103	Apr. 12
Sept. 515	Sept. 529	Sept. 539	Sept. 540	Dec. 452	Dec. 453	Oct. 531	Oct. 532	Jan. 484	Jan. 470	Dec. 104	Apr. 13
Sept. 522	Sept. 536	Sept. 546	Sept. 547	Dec. 459	Dec. 460	Oct. 538	Oct. 539	Jan. 491	Jan. 477	Dec. 105	Apr. 14
Sept. 529	Sept. 543	Sept. 553	Sept. 554	Dec. 466	Dec. 467	Oct. 545	Oct. 546	Jan. 498	Jan. 484	Dec. 106	Apr. 15
Sept. 536	Sept. 550	Sept. 560	Sept. 561	Dec. 473	Dec. 474	Oct. 552	Oct. 553	Jan. 505	Jan. 491	Dec. 107	Apr. 16
Sept. 543	Sept. 557	Sept. 567	Sept. 568	Dec. 480	Dec. 481	Oct. 559	Oct. 560	Jan. 512	Jan. 498	Dec. 108	Apr. 17
Sept. 550	Sept. 564	Sept. 574	Sept. 575	Dec. 487	Dec. 488	Oct. 566	Oct. 567	Jan. 519	Jan. 505	Dec. 109	Apr. 18
Sept. 557	Sept. 571	Sept. 581	Sept. 582	Dec. 494	Dec. 495	Oct. 573	Oct. 574	Jan. 526	Jan. 512	Dec. 110	Apr. 19
Sept. 564	Sept. 578	Sept. 588	Sept. 589	Dec. 501	Dec. 502	Oct. 580	Oct. 581				

SHIPPING MISHAPS.

U.S.S. LUZON RUNS ON BREAKWATER.

Shanghai, June 10. Running aground on the Woosung breakwater where she is now lying with big holes in her bow, the U.S.S. Luzon, flagship of the American Yangtze Patrol, was the fourth vessel to suffer mishap in an unparalleled 24 hour period of shipping accidents in Shanghai waters. The Luzon struck on Wednesday night at 10 o'clock, four hours after the German freighter Kerstin Miles collided with the Norwegian motor ship Tai Yang near Tungsha Spit, tearing three gaping holes in her side and forcing her back to port with temporary plugs in the holes and pumps working at full pressure. The fourth vessel in the B. and S. steamer Shantung which steamed into port early yesterday morning with a fire in her holds which the crew had battled for more than 100 miles.

Salvage operations aboard the U.S.S. Luzon, flagship of the Yangtze Patrol, which went hard aground on the shoals off the north end of the Woosung Breakwater at 10 p.m. on Wednesday, were practically completed at a late hour last night. Early this morning an attempt to refloat the gunboat on move her into drydock is to be made.

Rear-Admiral Thomas T. Craven, Commander of the Yangtze Patrol, who was aboard the U.S.S. Luzon when the mishap occurred, directed operations when American naval mechanics and a crew from the Shanghai Tug and Lighter Co., were busy plugging up two deep gashes in the bow of the gunboat.

The mishap occurred when the flag ship, together with the U.S.S. Helena, were returning from target practice at sea. The Luzon was in charge of a pilot. The weather was a bit foggy, but just how the accident took place has not been determined. The crash came suddenly.

All Hands Called.

All hands were called on deck, life boats manned and preparations made to take off the ship's personnel. An investigation revealed that the gunboat was hard aground, and was taking water rapidly through two large holes in her bow. The compartment in which the water was pouring, however, was immediately cut off from the rest of the ship and as the gunboat stood in no immediate danger, the crew remained on board. Both the Helena and Helena stood by to render assistance while two motor launches from H.M.S. Kent were put out to offer aid.

The mine layers Heron and Finch went to the assistance of the grounded flag ship and work on plugging up the holes started. Early yesterday morning special naval parties went to work unloading life boats and making temporary repairs, while the crew of a lighter sent out by the Shanghai Tug and Lighter Co., removed a large quantity of oil. Late yesterday afternoon, the Shanghai Tug and Lighter Co., was officially intimated to take over the salvage operations.

Temporary Repairs Made.

By midnight temporary repairs had been all most completed and an effort to refloat the gunboat was to be made early this morning. Lieutenant-Commander J. M. Doyle, the skipper and the entire crew are still on board where they will remain until the flag ship is placed into drydock should she prove in a sufficient seaworthy condition to be moved. A dense fog prevailing in the vicinity of Tungsha Spit, about 40 miles from Shanghai, is believed to have caused the collision between the a.s. Tai Yang, Norwegian motor ship chartered by Messrs. Dowell and Co., and the Kerstin Miles, German twincrew steamer of Messrs. G.H. Siemens and Co., of Hamburg. The collision took place at about 6.30 p.m. on Wednesday and the Tai

PIRATES CAPTURED.

THREE HOURS FIGHT WITH WATER POLICE.

A fishing vessel and an empty junk were captured by a band of pirates at Woosung last week. The pirate band numbering 28 have been operating along the coast of Wenchow and Taichow. When the piracy became known to the Woosung police authorities, a detachment of water police, under the command of Chief Inspector Chiang Piao, was immediately dispatched in pursuit.

A battle between the police and the pirates ensued when the police caught up with the pirates near Ya Ku Bar. The police fired a shot and ordered the pirates to heave to. The pirates returned fire and the battle was on, continuing from three o'clock in the afternoon until after six o'clock in the evening, resulting in the capture by the police of the pirate leader, King Siao-pao, alias King Fol-long, and five others of the band.

Leader, Five Others Captured. The pirate leader was wounded in the fray, and one of his band was killed. Six of the band jumped overboard and escaped in one of the captured vessels. Five others were captured.

Three members of the police detachment were wounded and were taken to the Lester Chinese Hospital. They showed great courage during the fight, firing more than 1,000 rifle shots and about 80 gun shots. The pirates resisted stubbornly, standing up until the police closed in on them before the band broke up in an effort to escape.

Boatmen Rescued.

Two boatmen, Chang Dah Pa and Chang Ling, who had been captured by the pirates along with their boats, were rescued by the police. Mr. Ling Mei-ching, chairman of Pun Lai Association, who accompanied the police in the pursuit of the pirate band, was high in his praise of their courage and has arranged a special meeting of the association in order to formulate a plan for adequately expressing the association's appreciation of the bravery of the police, and to commend those who took part in the conflict.

CAPE ELECTIONS.

CLEAR NATIONALIST MAJORITY.

Capetown, June 14. The state of the parties is: Nationalists 68. South African 59. Creweville (Labour) 5. National Council (Labour) 3. Later. The Nationalists have secured a clear majority over all parties. The Nationalist press mouthpiece puts this finally to be ten. The South African party admits eight. The predominant question now is whether Mr. Hertzog will form a sole Nationalist Government, or renew the co-operation of the five Creweville Labourites. Reuter.

Yang, which was outward bound, was smashed into on the starboard side by the German ship which was Shanghai bound. Both were considerably damaged.

The Norwegian ship was holed above the water line in three different places, near the starboard bow and No. 2 and 4 holds, while the Kerstin Miles suffered a very badly damaged bow, about 12 to 15 plates being stove in. The damage sustained by the Tai Yang indicates that the Norwegian ship was struck three times.

CAMOENS DAY.

POETS ASSOCIATION WITH MACAO.

Macao, June 11.

Among that splendid array of names of Portuguese celebrities during the 14th and 16th centuries, Portugal's golden age, there is none that rivals Luiz Vaz de Camoens, the prince of Portuguese poets and bard of the Portuguese nation. He died on the 10th June in the year 1580, and every year on the anniversary of his death the Portuguese observe the occasion in a solemn manner. The 10th June has come to be called Camoens Day, and a public holiday is declared in the poet's honour.

Macao's name is linked very intimately with that of Camoens, and there is very special reason why his name should be greatly revered by the people of Macao, for Camoens himself was among the Portuguese who landed at Macao when the peninsula was taken over after its presentation by the Emperor of China in return for services rendered in the destruction of a pirate fleet. He then remained at Macao, many months awaiting a ship to carry him back to India, and legend has it that he was an habitual frequenter of the world-famed grotto that bears his name. He had already begun work on the wonderful poem which was later to bring him so much fame, and it is believed that in the charmed acclivity of the now celebrated grove he composed a great portion of his immortal epic, the *Lusiads*.

And each year on this Portuguese holiday all the school children of Macao, to the number of many thousands, come to this national shrine to pay homage to the undying memory of the man who has left to posterity in the lines of his epic story, the *Lusiads*, the tale of that great achievement which will forever be associated with the Portuguese race, the discovery of the sea route to the East.

A Thinker and a Poet.

Professor Edgar Prestage speaks thus of Camoens:—"He is a thinker as well as a poet, and he reveals a personality so virile and deep, a philosophy so broad and human, a vision so wide, and a form and style so nearly perfect, as not only to make him the foremost of Peninsular bards but to entitle him to a place in that small company of universal poets of the first rank.... and a score of his sonnets, two or three of his canzonets, elegies and elegies, and the Babylonian roundels will bear comparison with any composition of the same kind that other literatures can show."

It is not matter for wonder, therefore, that from many lands tributes have come to the name of Camoens, and some of these engraved on granite slabs, mortised into the rocks that form the grotto, may still be seen, and here even the Chinese viceroys, Ki-yung knelt before the grotto to do homage to the Portuguese sage. The bust which surmounts the pedestal, on which are some stanzas from the *Lusiads*, was erected in 1866 by Comendador Lourenco Marques, who was an ardent admirer of the poet and his work and within whose estate the grotto stood. The estate was

ARMY STORES.

THEFT OF CEYLON TEA AND BULLY BEEF.

The theft of Army provisions amounting in value to a considerable sum of money, was investigated before Mr. E. W. Hamilton at the Central Police Court yesterday afternoon.

Two R.A.S.C. officers, Captain Williams and Lieut. R. W. Marshall in evidence, stated that they discovered the loss when, in checking the stores towards the end of last month, it was discovered that 847 lbs. of Ceylon tea, valued at £45, and 120 cases of bully beef were missing from the Supplies Reserve Depot at Queen's Road East.

Investigating the case, the police from the Wanchai Station seized 125 lbs. of tea and 120 tins of the beef at a shop at No. 13, Des Voeux Road West. Certain marks on the tins and cases were said to distinguish them as the missing stores, and the shopkeeper was charged before the Magistrate yesterday with being a receiver of the stolen goods.

The case for the shopkeeper, as detailed by Mr. Leo d'Almada, Snr. was that he was prepared to believe that the goods seized were part of the missing stores, but they contended that it was a bona-fide purchase made on three occasions from a European who appeared in uniform. This European had not been identified. A Chinese detective gave evidence of finding the goods on premises occupied by the defendant. He said the deal was not shown in the man's books, but two bills were produced which showed that the defendant had bought the goods from a shop, in the central part of the city, paying in one case a price which was agreed as a good one for that class of goods.

The police stated that beyond mentioning the name of the shop, defendant was unable to give the exact location of the firm from which he said he had bought the goods.

The case was adjourned until the 21st instant, at 2.15 p.m.

Inter acquired by the Portuguese Government and has thus been secured to the nation for ever.

Every visitor of any distinction comes to Macao's sacred shrine, and the latest homage rendered to Camoens is that of the British residents in China, when on 22nd February, 1928, Sir Miles Lampson, British Minister to China, on a visit to Macao, placed a tribute at the foot of the pedestal on which the bronze bust stands. The tribute, which takes the form of a wreath of laurel, leaves in bronze, bears the following inscription:

"A Tribute of Appreciation to Luiz De Camoens From British Residents in China, 1928."

Here in this hallowed atmosphere come the school children of Macao once every year to hear the story of Camoens told again, and to this spot they bring their little floral tributes which they lay at the foot of the statue of him who wrote the *Lusiads*, that famous epic in which the glorious history of his country is entwined with a master's hand with the tale of the first voyage of discovery to India.

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All broken, chipped, and damaged Goods are to be left in the Godowns where they will be examined on the 18th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

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LOCAL RADIO.

TO-DAY'S BROADCAST PROGRAMME.

Broadcast by Z.B.W. on 350 metres. 1.48 p.m. Weather Report. 5.30-6.30 p.m. Programme of Chinese Music, (Victor Records supplied through the courtesy of Messrs. Music World Co.).

7.48 p.m. Evening Weather Report. 8 p.m. Evening Programme, (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.).

"Merrie England," (E. German), Selection. Regimental Band of H. M. Grenadier Guards.

"Chant Sans Parole," (Tschalkowsky), (Weber).

"Invitation to the Valley," (Weber). J. H. Squire Celeste Octet. Dance Music.

8.45 p.m. "Virginia," (Waller and Tunbridge), Selection. London Theatre Orchestra. Dance Music.

9.15 p.m. "The Pirates of Penzance," (Gilbert and Sullivan), Columbia Light Opera Company. Dance Music.

9.45 p.m. "Lucky Girl," Selection. Jack Payne and the B. D. C. Dance Orchestra. Dance Music.

10.20 p.m. "Miniature Musical Comedies," (The Gipsy Girl), Emmie Joyce, Raymond Newell, Norman Williams and Chorus.

10.30 p.m. Close down.

IN BANDITS' HANDS.

CAPTURED MISSIONARIES LOCATED.

Hankow, June 14. It is now learned that the missionary party seized at Sheki-chien are confined within the city, which is still in the hands of bandits.

Other China Inland Mission missionaries in the vicinity are endeavouring to arrange for the release of the women and child, as a preliminary step, but hitherto have been unsuccessful. Reuter.

(The captured party are Mr. and Mrs. Ernest Weller, Mr. and Mrs. John Walker and child, and Miss Brook.)

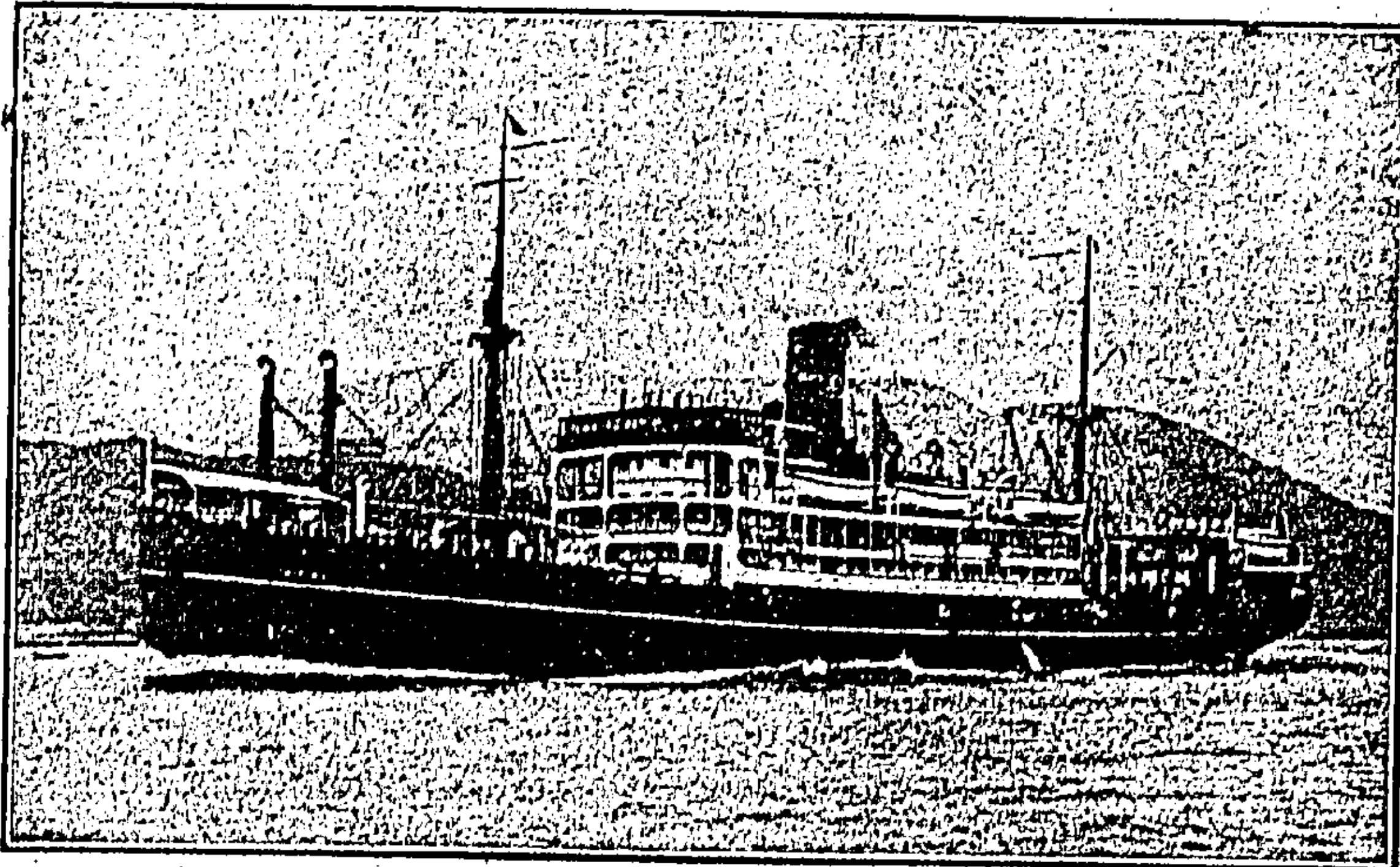
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RAJPUTANA	16,568	22nd June	Bombay, M'les & L'don
PERIM	7,648	29th June	Marseilles, London, A'werp, Rotterdam & Hamburg
*KASHGAR	9,005	6th July	Marseilles, London & Hull
*MIRZAPUR	6,715	9th July	Straits, Colombo & B'bay
*ALPORA	5,273	19th July	Straits, Colombo & B'bay
*KHIVA	9,135	20th July	M'les & L'don

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TILAWA	10,006	29th June	Amoy, Moji, Kobe, Yok & Osaka
SIRDHANA	7,745	3rd July	Amoy, S'hai, Moji, Kobe & Osaka
KHYBER	9,114	5th July	S'hai, Moji, Kobe & Yok
TALAMBA	8,018	7th July	Amoy, Moji, Kobe & Yok

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TO OSAKA via AMOY, MOJI & KOBE	Kumsang Kutsang Namsang	Fri. 21st June at 7 a.m. Tues. 9th July at 7 a.m. Thurs. 18th July at 10 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Hosang	Thurs. 27th June at 11 a.m.
TO STRAITS & CALCUTTA	Yuenasang	Mon. 17th June at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Sun. 16th June at 3 p.m. Fri. 28th June at 3 p.m.
TO TIENTSIN	Yuesang	Thurs. 20th June at 7 a.m.
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Yokohama Maru Monday, 1st July.

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Atsuta Maru Saturday, 15th June.

Kashima Maru Saturday, 29th June.

SYDNEY & MELBOURNE via Manila & Ports.

Tango Maru Wednesday, 26th June.

Aki Maru Wednesday, 24th Ju y.

BOMBAY via Singapore, Penang & Colombo.

Itotori Maru Thursday, 27th June.

Awa Maru Thursday, 11th Ju y.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Anyo Maru Tuesday, 9th July.

SOUTH AMERICA (EAST COAST) via Singapore,

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COUNTY CRICKET WASHOUTS.

ONLY TWO MATCHES
FINISHED.

SOUTH AFRICANS HAVE A
POOR TIME.

BRILLIANT BOWLING.

London, June 14.
Cricket has been subject to constant interruption all over the country in the past three days with the result that few of the matches commenced on Wednesday achieved a definite result.

Individual efforts in the bowling line were notable, but few batsmen managed to reach three figures.

As a prelude to the Test Match, the South Africans played a "holiday" game against the Minor Counties and narrowly escaped defeat, the "Juniors" being on top throughout.

SIX WICKETS WIN.

Robins and Kennedy Bowl Well.

Middlesex defeated Hampshire by six wickets at Lord's, the match being featured by some excellent bowling.

Hampshire elected to bat first on winning the toss and compiled 154, to which Middlesex replied with 192 (Kennedy 6 for 61).

In their second knock, Hampshire made 165, R.W.V. Robins taking 5 wickets for 84 runs, leaving Middlesex to get 129 runs to win. These were knocked off for the loss of four wickets.

KENT VICTORY.

Geary's Excellent Figures.

Kent defeated Leicestershire by 81 runs at Tunbridge Wells.

Kent made 157 in their first knock, Geary, the Test bowler returning the excellent bowling figures of 7 wickets for 56 runs. In reply, Leicestershire made 144, Wright taking 5 wickets for 42 runs.

Kent pressed home their slight advantage, compiling 220 runs in their second innings. Leicestershire were dismissed for 182.

NOTTS UNFORTUNATE.

Declare Too Late Against Worcester.

Notts made a big score in their first innings, but declared too late even to gain points for a lead on the first innings. The match was most remarkable as Worcester get equal points for a score of 44 as against 350.

The match was played at Worcester and Notts batted first scoring 350 for the loss of only 4 wickets. A.W. Carr then declared. George Gunn made 164 (not out).

In reply, Worcester made 44 runs for the loss of 7 wickets (A. Staples 5 wickets for 9 runs) when rain prevented further play.

A ROWLEY CENTURY.

Sussex Gain First Innings Points.

Sussex won on the first innings against Essex at Hove, in a match which fluctuated considerably.

Sussex made 248 in the first innings, Bowley contributing 100. Essex made 194 in reply.

In their second knock, Sussex were dismissed for 106, Nichols bowling finely to take 6 wickets for 34 runs.

Essex had made 53 for 2 wickets when stumps were drawn.

YORKSHIRE POINTS.

Holmes Completes a Century.

Yorkshire has to rest content with points for a first innings lead against Northamptonshire, at Bradford.

Yorkshire batted first and would have fared very badly but for a timely contribution by Holmes, who made 110. The side was dismissed for 219, Clark taking 5 wickets for 38 runs.

Northants made 102, Dennis taking 6 wickets for 42 runs.

Yorkshire had a very brief knock in their second innings, trying to force a victory. They made 58 for 4 wickets and declared, leaving Northants to get 178 to win. The visitors had made 57 for one wicket at the close of play.

SOUTH AFRICANS IN TROUBLE.

Minor Counties Give Good Exhibition.

The South Africans were always in trouble against the Minor Counties XI in Staffordshire, but the match was drawn.

The Minor Counties made 201 (Owen Smith 6 for 38) and South Africa replied with 139.

Batting a second time, The Counties made 183 for 6 (declared).

THE COTTON TRADE OUTLOOK.

ANOTHER DEPRESSING YEAR
REPORTED.

SOME BRIGHT SPOTS.

London, June 14.
There had been another depressing year in the cotton trade, declared Lord Derby when presiding at the annual meeting of the British Cotton-Growing Association at Manchester.

He pointed out, however, that the Association had emerged with a surplus.

Reviewing the year throughout the world, Lord Derby said there had been a record of progress generally in India, great strides had been made in Uganda, there had been a record output in Tanganyika, the best crop since 1925 in Nyasaland, a notable increase in production in Iraq and a larger crop than was expected in Australia.

He believed setback was only temporary in Africa, but the crop had not realised expectations in South Africa.—*Reuter*.

CHINA PEACE HOPES.

MARSHAL YEN SAID TO BE
AGAINST WAR.

Hankow, June 14.
Tien Lien-chung, one of General Han Fu-chu's representatives, has arrived here, to interview the local authorities. He confirms that General Han's troops are mostly concentrated around

TWO DON'TS.

Don't neglect cleanliness.
But don't waste water.

Chengchow and reports that the railway is almost completely repaired, with the exception of the Yellow River bridge, which is badly damaged.

Trains are now running from here as far as Chengchow.

It is believed here that Marshal Yen Hsi-shan's desire for peace is the main reason for the delay in attacking Marshal Feng. It is stated that the Shansi leader remains firm in his conviction that fighting must not be resorted to and is steadfast in his former recommendations that the situation should be settled by peaceful political means.—*Reuter*.

SHANGHAI SHOOTING AFFRAY.

CONSTABLE KILLED & FOUR
PEDESTRIANS HURT.

Shanghai, June 15.
A Chinese policeman is dead and four pedestrians are in hospital suffering from wounds following a shooting affray with armed robbers on Avenue Edward VII.

The clash took place following an armed raid by four men on a Chinese shop. The robbers fled firing as they went and subsequently escaped.—*Our Own Correspondent*.

SOVIET INVASION DENIED.

OFFICIAL STATEMENT FROM
MOSCOW.

Moscow, June 14.
The official news agency categorically denies the reported Soviet invasion of Mongolia.—*Reuter*.

An unknown male Chinese about 30 years of age, found hanging on a tree near the University Recreation Club ground at Pokfulam, was removed to the public mortuary yesterday. It was apparently a case of suicide.

ed) and the South Africans made 40 for 1.

VARSIITY MATCHES.

Both Teams Draw.

At Cheltenham, Cambridge University drew with the Gloucestershire team.

Cambridge made 82, Goddard returning the sensational figures of 9 wickets for 21 runs.

Gloucester made 220 for 3 wickets (declared) and Cambridge batting a second time scored 135 for 3 wickets, thus avoiding an innings defeat.

Oxford University were engaged at Oxford against Lancashire, and drew.

Oxford made 160 (R. Tyldesley 5 for 55) and 135 for 6 wickets. Lancashire made 218.—*Reuter*.

ANGLO-AMERICAN RELATIONS.

FREEDOM OF THE SEAS
DISCUSSION.

WINSTON CHURCHILL AND
PARITY PRINCIPLES.

IMPORTANT ADDRESS.

Washington, June 14.

The "freedom of the seas," which has always been the most controversial issue in discussions between British and American naval delegations, will be the most important of the many items likely to be discussed between Mr. Ramsay MacDonald, the British Premier, and General Charles Dawes, who has just arrived in London as Ambassador to the Court of St. James, according to White House circles.

In the course of statements to newspaper correspondents, the opinion has been expressed by White House spokesmen, that the logical solution of the problems, will be to divide the hemispheres, with the Atlantic as the boundary.

Division of Spheres.

That is to say, Britain's sphere (under the White House plan) will be Europe and Africa, and the United States will give an undertaking not to interfere with Great Britain's obligations under the League of Nations Covenant.

America's sphere will be the Western World, with Britain undertaking not to interfere with the obligations of the United States under the Monroe Doctrine.

The problem of the Pacific, it was stated, will be disposed of by the agreement between Britain, United States and Japan, signed at Washington in 1921.—*Reuter's American Service*.

Navy Statesmanship.

London, June 14.

Mr. Winston Churchill, Chancellor of the Exchequer in the last Government, and between 1911 and 1915, First Lord of the Admiralty, speaking at Chiswick on the proposed naval disarmament conversations between Mr. Ramsay MacDonald and President Hoover, hinted a suspicion that the Labour Premier might surrender too much in order to secure an agreement.

He referred to the "tremendous irrevocable decision" reached at the Washington Conference, by which Britain recognised and accepted a new principle, that Britain and the United States should be equal sea powers.

He emphasised, however, that when that principle was accepted by Britain, two conditions were implied. In the first place, that special regard should be paid to the very different circumstances of the two countries. On the one hand they had a "crowded island which could be starved in a few weeks" and on the other "a great continent in which the people of the United States dwell so safely and prosperously."

A Fatal Step.

Mr. Churchill expressed the opinion that if there were to be mere numerical measure of the two fleets, each a replica of the other, if this were to become the rule, then there would not be equality, but under the guise thereof, Britain would have absolute and final inferiority.

Mr. Churchill said emphatically that he would resist such a result. The second condition implied in the acceptance of the principle, he went on, was that any Anglo-American agreement must be based on a tolerant, good-hearted spirit towards naval affairs on both sides of the Atlantic.

Jealous Scrutiny.

"If naval equality were to lead to the jealous suspicious scrutiny of every ship, gun and armour-plate between the two navies, it would be much better that they should not have an agreement."

Mr. Churchill said he was of opinion that since Mr. Herbert Hoover became the President of the United States, the policy of that country had been much more sympathetic towards Britain and Europe generally.

"The friendship and mutual trust of the English-speaking peoples remains the supreme object of world politics" and he awaited from the British Government an early declaration of the steps proposed in this direction.—*Reuter*.

Slightly injured by being knocked down by bus No. 93 of the Hongkong Tramway Co. at Wan-chai Road, a young Portuguese named Jesus, living at No. 2 Sharp Street East, was admitted to the Government Civil Hospital yesterday, but was not detained.

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JOHN BARRYMORE

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DON JUAN



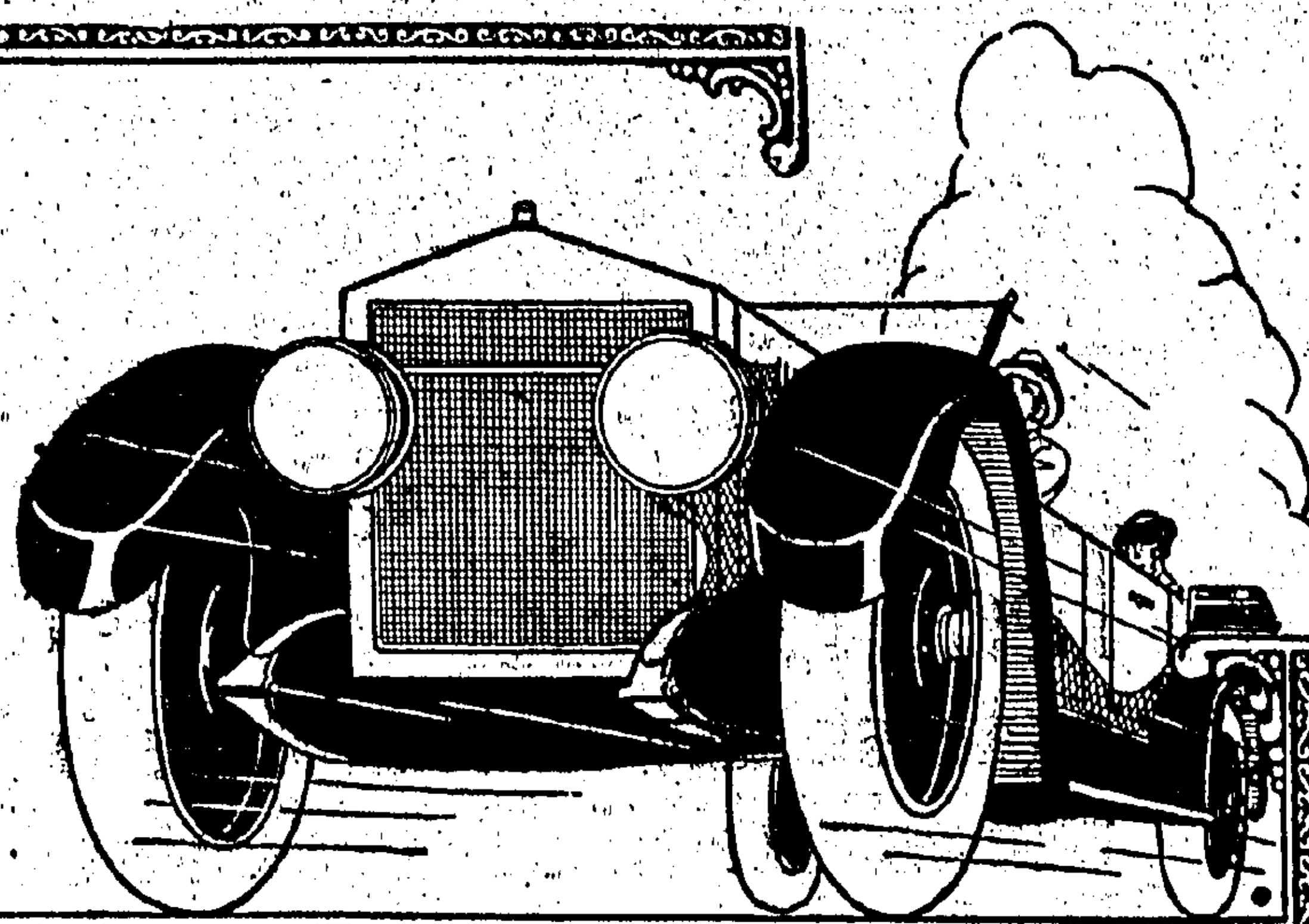
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WARNER OLAND—ESTELLE TAYLOR
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At 2.30, 5.30 & 9.20.

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Etc., Etc.

NO MATTER WHAT
YOU NEED FOR YOUR
CAR, TRY US.

MAIN SERVICE STATION
10 Cross Lane, Wantohai
Tel. C. 3193.

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LANE,
CRAWFORD,
LTD.

ACCESSORIES

A Big display of "Oxide" and "Lucas" storage batteries suitable for all motor cars and radio. Also accessories of all kinds for motorcars and cycles such as—

Electric horns. Hand jacks
Bumpers. Foot pumps
Spark plugs. Wrenches.
Tyre patches. Lamp bulbs
Brake lining. Body polish

See, See, See, See.
All at exceptionally low prices. Call and inspect THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building. Tel. C. 577.



PRINT YOUR OWN CAR!
ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
Sole Agents.



CURRENT COMMENT

Love Awheel!

In the Spring, a young man's fancy may turn to thoughts of love, but the driving seat of a car is hardly the place to give vent to his feelings. We have had two instances mentioned to us this week where local Lotharios have been seen teaching the damsel of their respective fancies how to, (or, to be strictly correct), how not to drive a car. In the first place it is scarcely necessary when imparting knowledge of car control, to place one's arm around the pupil, such a method being calculated to upset mental equilibrium, rather than to induce it. It should be remembered that driving a car, especially learning to drive, needs alertness and concentration, and this one-armed business is apt to direct those necessary factors into different channels—and the car also, for that matter. Those who practice this form of carelessness are a source of danger to themselves and others.

Local Enterprise.

Lane, Crawford's Motor Department is making rapid strides, and apart from having secured the agencies of some of the leading British and American vehicles, the service stations and workshops have been brought thoroughly up to date. In the main workshops at Cross Lane, Wantohai, the latest machinery for dealing with all descriptions of repair work, has been installed, and a competent engineering staff under expert European supervision is fully qualified to deal with any motor engineering problem, large or small. A special Department deals with spare parts, and it says much for the enterprise of the firm, that a most extensive stock, embracing many different makes of cars is always available. A branch Service Station has been opened at Kowloon.

Repulse Bay.

In view of the heavy demand for motor bus transportation to Repulse Bay, it will be received as welcome news by many residents, that the Hotel Company has arranged to place additional buses on the run as from to-day. These buses will ply between the Hotel and the lower Road, Repulse Bay, thus taking passengers direct to the Beach, instead of to the Repulse Bay Hotel entrance.

Another Danger.

Whenever there are Chinese Festivals, such as the recent Dragon Festival, it is the custom for large numbers of Chinese to take motor tours round the Island, and while that is a perfectly legitimate form of recreation, quite a lot of reckless driving is usually seen. On Tuesday night last, a particularly glaring example of this danger was encountered on the hill running down to Repulse Bay from the direction of the Wong nei Cheung route. A large car suddenly turned a corner completely over on the right side, and another car, proceeding to Repulse Bay narrowly escaped a head-on collision as a result. We do not know whether the Traffic Police do patrol the roads by night, but there is every reason why they should do so during these Festivals.

Garden Road.
During the week, work has been in progress in connexion with a new traffic signal at the foot of Garden Road. Various systems have been tried, none of which proved to be successful, and it is to be hoped that the latest device will prove more effective. The new signal has been made by the Swedish Gas Accumulator Company, who are the makers of the Pedder St. beacon. It has been found necessary to adapt the new Garden Road signal to local conditions, making it considerably higher in order that a sun and rain cover can be included. If it proves successful it is probable that this system will be adopted establishing a uniformity in local traffic controlling devices.

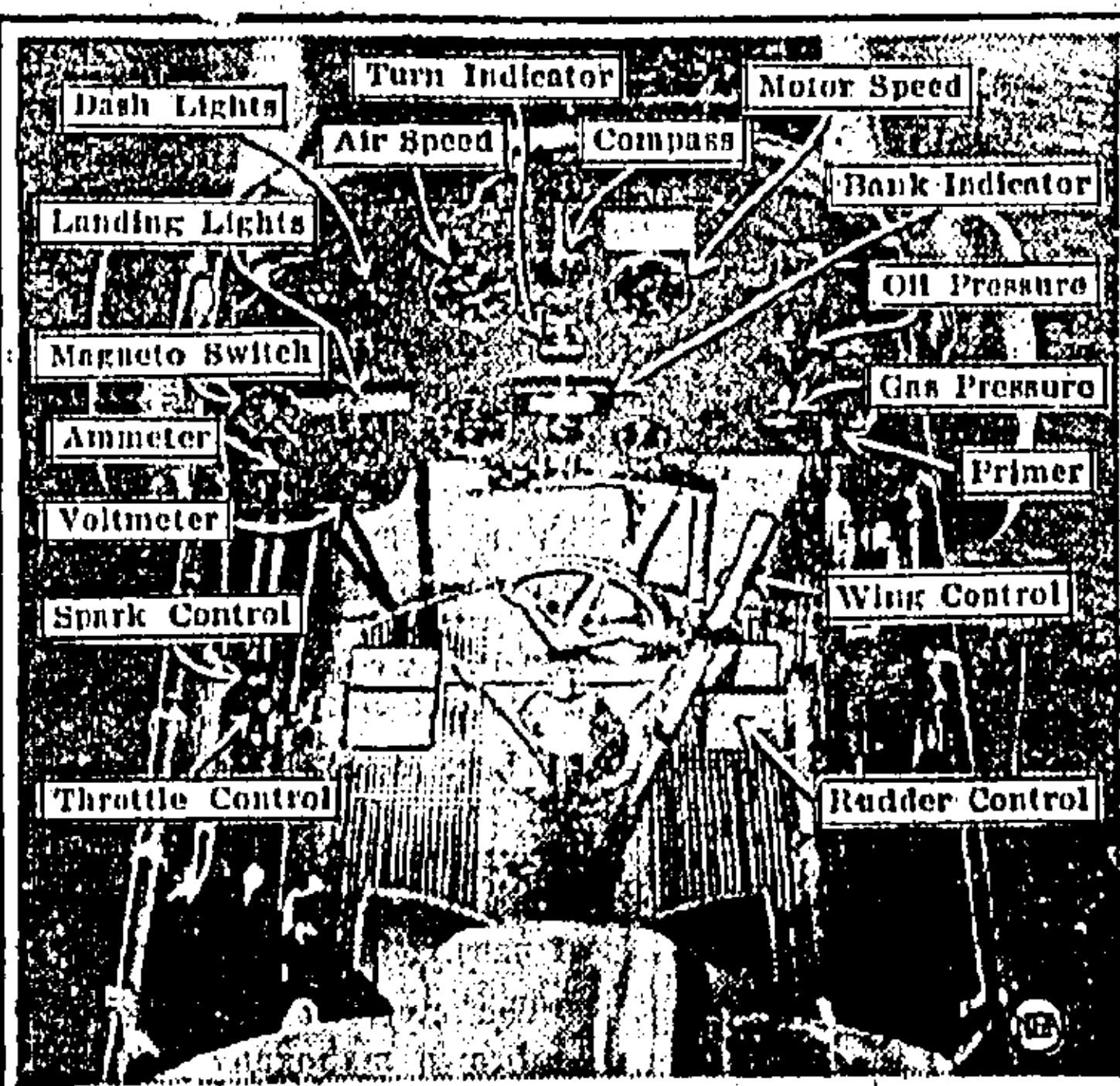
Big Wave Bay.

Many motorists favour this excellent beach and bay for bathing parties, the only objection being the somewhat trying walk from the motor road down to the beach. As the road is within but a few hundred yards of the beach, it should not be a very costly matter to continue a motor route to within convenient reach of the seashore.

A Popular Car.

During the last few years, the Pontiac cars have come in for a wide measure of popularity, so much so, that during 1928, this particular make won the enviable position of being the largest selling "six" in the world. Motor vehicles built by the famous firm of General Motors have a name for quality and reliability, and the Pontiac thoroughly upholds that reputation. At the present time, several of the latest models are being exhibited on the ground floor showroom of Lane, Crawford's where they are creating much interest. The prices are extremely moderate, ranging from HK\$2,100. Those interested should certainly make a point of seeing these cars.

WHY AIRMAIL PILOTS TURN GREY.



If motorists had all these instruments and controls to watch and operate, our streets would be as free as the air. Yet this is just what the modern airmail pilot has to worry over while he's in the air—instruments of all descriptions and controls enough for a four-armed man. This cockpit happens to be one of a new type Boeing transcontinental mail plane.

ENGINE RESULTS.

Best Design for
Efficiency.

FASTER TRAVEL.

The performance of an engine depends a great deal upon its design as well as upon the fuel injected into it. What is the best design for best efficiency is a matter of discussion among engineers and as long as there will be different types of motors in our cars, this difference of expert opinion will prevail.

One of the basic factors considered in the design of an engine is that of cost. But even after this matter is settled, a motor designer can't go ahead and plan his engine before he has also decided whether he prefers performance to economy, or whether he would rather compromise between these two.

To-day the automotive engineer is seeking the best possible compromise he can obtain—one that will get him a product with the greatest possible efficiency at the lowest possible cost, in production and maintenance.

Much progress has been made in this direction. Heretofore the automobile that climbed the steepest and longest hills on high and got off to a flying start from scratch usually was found to devour fuel faster than the others. At the same time the automobile that ran up a high mileage per gallon of gasoline would have to be coaxed up a hill on second and would lag behind at the start.

Since motorists did not like either of these types because of their failures, and demanded only their advantages, engineers have sought to improve their particular motors where this was needed.

As a result we have seen the arrival of the high compression motor and the use of high test and "doped" fuel. We have also seen such innovations as the heated intake manifold and the carburetor "booster" for quick acceleration.

For a while the small engine was tried on the American motoring public. But the motorist did not take to it very well and the engine has been increased in size.

Increased size means more power, just what the motorist wanted. But it also means greater fuel expenditure. Now the engineers are trying to find a way

MORE THAN MILLION.

Morris Profits.

SOUND FINANCE.

A trading profit of \$1,314,089 was made by Morris Motors (1920) Ltd. during 1928.

Dividends were not paid on ordinary shares—all of which are held by Sir William Morris. Instead, \$300,000 was transferred to the reserve fund, making it \$2,000,000.

The Morris Coy.'s position financially is very sound, for, in addition to its plant and stocks, it has \$2,500,000 in Government securities and cash.

to have the big engine and still enjoy a high fuel mileage.

That's more difficult now than it ever was. For additional factors have come in to harass the engineer. One of these is the improved highway. Another is the demand for more room and greater body comfort.

An improved highway system has encouraged faster travel, and faster travel means less economy in motor operation.

The most economical speed is somewhere around 35 miles an hour. But modern motorists exceed this limit even in cities—except when a policeman is around. When they get on the high road, the speed is 50, 60 and even 70 miles an hour—far too fast for economical motoring. The motor turns over so fast that it allows only part of the fuel in the cylinders to burn, while the rest is a total loss. It draws more fuel from the tank than it can use.

We are getting larger bodies to satisfy our craving for comfort. But if the motor is the same as it was before, we can't expect to get as much power and fuel economy out of it with the heavier body it has to pull.

Generally the power plant is enlarged to take care of the larger body. Ordinarily that would mean a greater expense for fuel. But designers are now turning their attention to ways avoiding this loss of economy and at the same time have the larger and more powerful motor.

Enjoy the Summer ON A— HARLEY DAVIDSON

350 c. c. Side or Overhead Valve
THE NEW
500 c. c. Single
THE FAMOUS
750 c. c. Small Twin
THE SUPER
1,000 c. c. Big Twin
(For Solo or Side-car)

ONLY A FEW LEFT!

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1243 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

JOHNSON OUTBOARD MOTORS.

MAJOR SIR H.O.D. SEGRAVE AFTER BREAKING
THE WORLD'S SPEED RECORD ON LAND

TESTED A JOHNSON "SEAHORSE" 32, AND SAID—

"They are marvels of engineering skill—
"Their power and speed are truly amazing.
"I predict that "Seahorses" will
"revolutionize outboard motoring,
"particularly since they eliminate
"the old outboard motor starting
"problems and the bothersome racket
"and gases of the exhaust."

SPECIAL FEATURES: Release Charger, Under Water Exhaust, Rotary Valve, Car Type Carburettor, Detachable Aluminium Cylinder Heads, Pressure Vacuum Cooling System, Full Pivot Steering and Magneto Ignition.

Model J. Light Single 1½hp. HK\$230.00
A. Light Twin 2½hp. HK\$280.00
PL. Big Twin 10hp. HK\$440.00
A45 Seahorse 3. HK\$800.00
K45 Seahorse 10. HK\$870.00
P45 Seahorse 14. HK\$480.00

Delivery from Stock.—Spare Parts & Service

Full particulars from

ALEX ROSS & Co. (China), Ltd.

Prince's Building, 100 Hongke Street (C. 2487)
Hongkong Depot, 1a Chater Road.
Kowloon Garage, (K. 1486).

BACON PREFERRED.

I like my bacon crisp and crinkled.
From ham I do not stand aloof,
I dole on pork that's round and wrinkled.
When still it's active on the hoof;
Despite this porcine taste at meals,
I don't like hogs when they're on wheels.

Such hogs as those who take their portions
Of roadway on its central crown,
Yet pride themselves they drive with caution;
Or that eccentric, errant clown
Who thinks that one, to pass, must race him;
And always needs a car to pace him.

With these are classed that hog whose light rays
Are set to blind approaching cars,
Whose selfish carelessness each night sprays
Roads with danger from afar;
I note, with savage lust to kill,
Those who just must pass on a hill.

The growling, grunting hogs that worry
Unfortunates who stall in jams,
And rushing hogs in such a hurry
They cannot stop nor slow at trams;
These I detest, abhor—in fine
To call them hogs insults most swine.



Test Buick against any automobile in the world—in all elements of Performance — let results on the road determine your choice!

Winning more than twice as many buyers as any other automobile listing above \$1200 . . . by completely exploding the theory that "all cars are the same" and that it was next to impossible for any car to score a revolutionary advance in performance!

That is the achievement of the thrilling Buick of today, and that is the basic reason why Buick makes this simple, straightforward suggestion to motor car buyers—

Take a Buick—test it in direct comparison with any other car—let the test embrace all elements of performance. . . .

Buick Motor Cars are available on very attractive Hire Purchase Terms.

Thread through traffic. Soar over the hills. Throttle down to a walking pace. Rise to a brilliant sprint on the straightaway. Make a thoroughgoing comparison of power, getaway, swiftness, smoothness and stamina, in order that you may obtain full knowledge of Buick performance leadership.

Get behind the wheel and get the facts. With the facts in hand, we know you will get a Buick!

Buick Motor Company, Flint, Michigan
Division of General Motors Corporation

"The New Buick—The New Style"

Buick

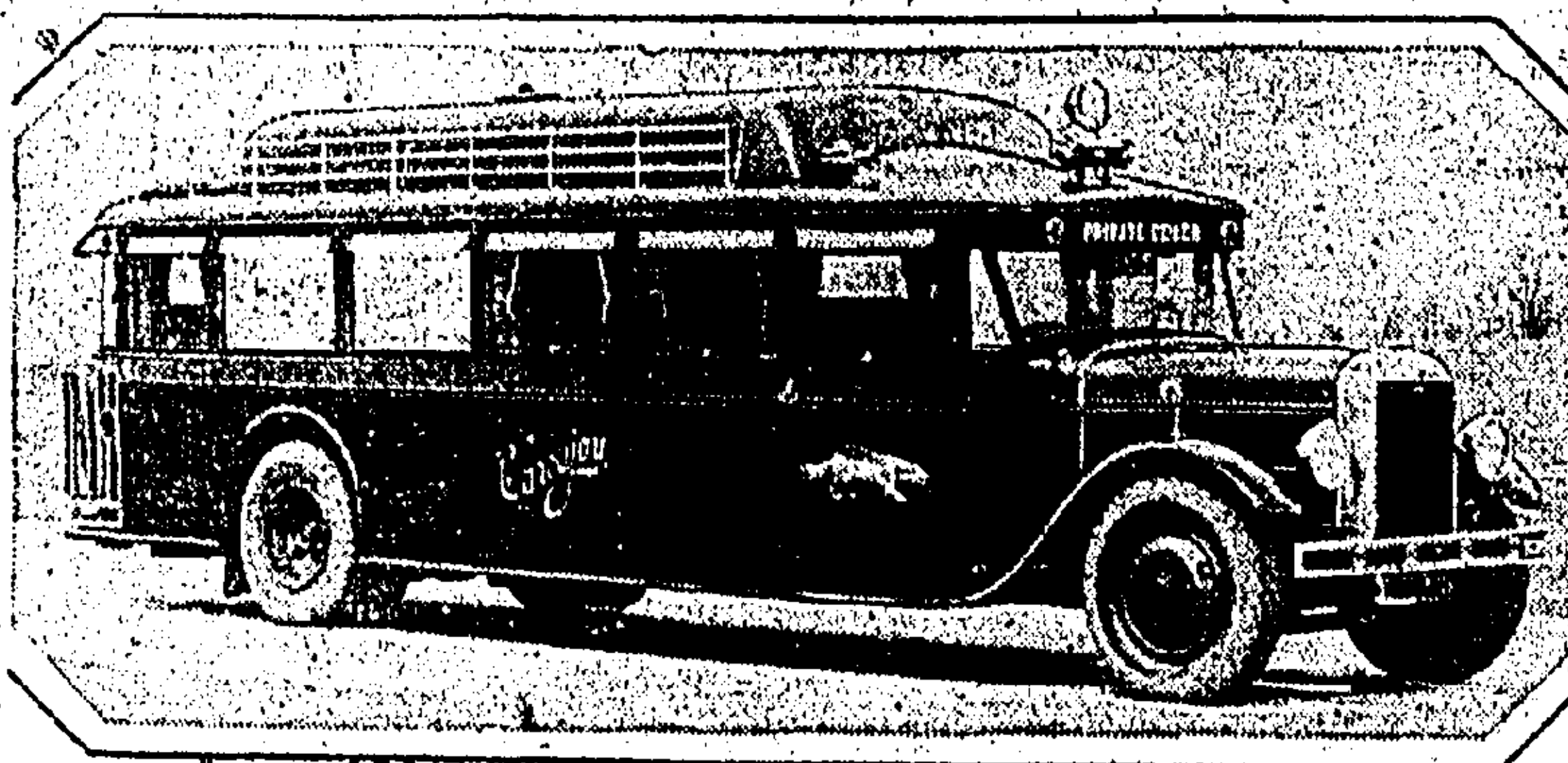
WITH MASTERPIECE BODIES BY FISHER

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1248 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.
WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM.

PRIVATE BUS HAS EVERY COMFORT.



Pontiac, U.S.A., May 14.—When vacation time rolls around, few can take tours in such comfort as Paul W. Sells, president of the General Motors Truck Corporation, who makes his trips in a special motor coach valued at \$25,000.

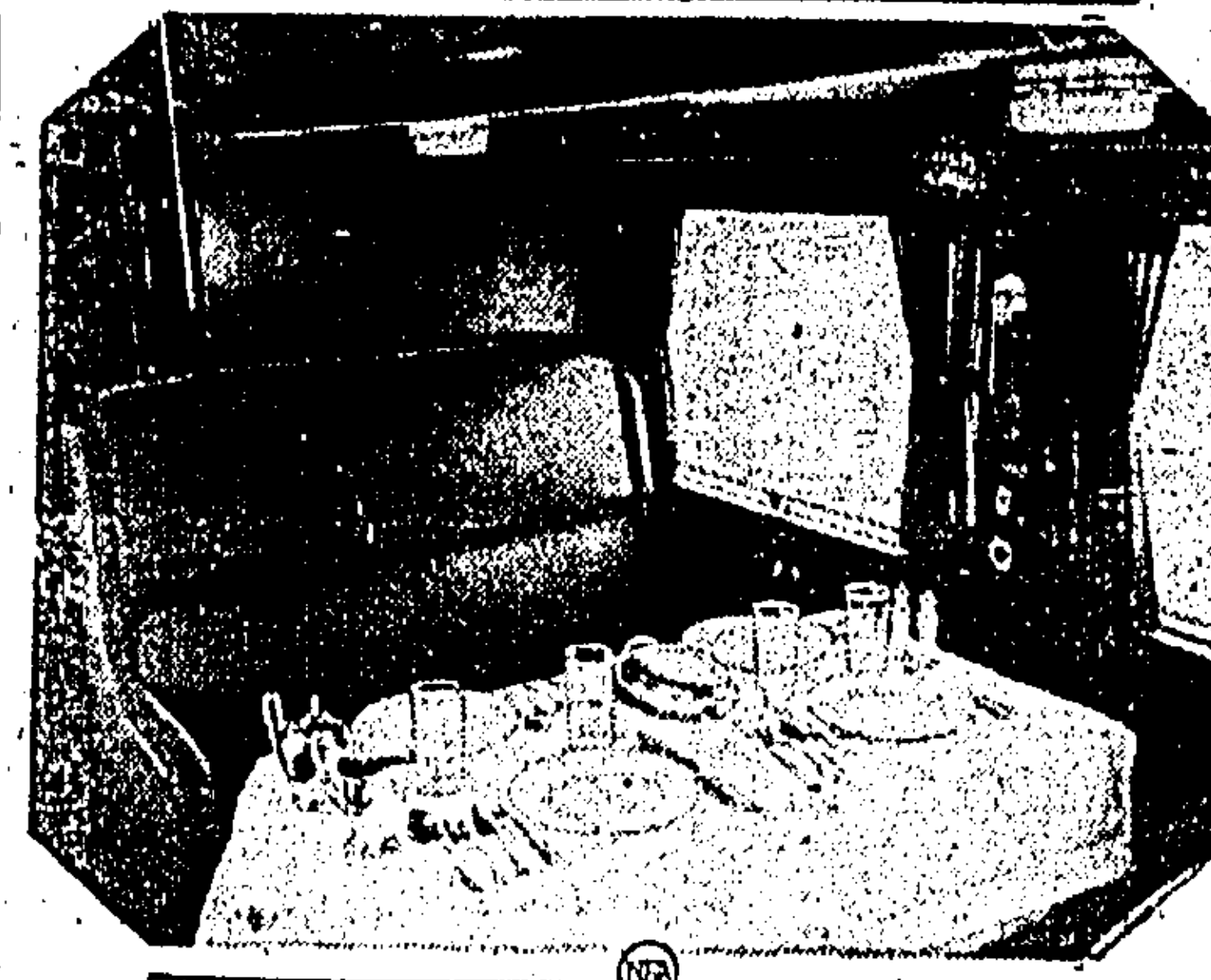
The coach is virtually a home on wheels. It was especially designed for Sells and is probably the latest thing in private coach construction.

It has a seating capacity of 14. At night these seats are converted into sleeping accommodations for seven persons in addition to the driver.

It is equipped with a kitchen having a metal sink, hot and cold water, refrigerator, stove, china and silverware. Another section of the car contains a lavatory and a clothes closet.

There is an observation room in the rear. This room has a seat across the back and on the sides. From this room excellent views of passing landscapes can be had.

The interior of the coach is done in brown mahogany with maple inlay. Lighting is furnished by side and dome lights. Panels separating the windows hold small



The "Carcajou," \$25,000 motor coach of Paul W. Sells, is shown above. An interior showing a Pullman type table set for a meal is shown below.

mirrors and each seat has its own smoking set.

Artificial comfort is supplied by four electric fans, three heaters and other ventilating devices. Entertainment is furnished by a radio controlled from the instrument board, and a portable phonograph fitted to attach to loud speakers.

The coach is painted red and black and is named "Carcajou." A 105 horsepower motor furnishes the motive power and is capable of pulling the car at the fast clip of 60 or 65 miles an hour. Ample room for gasoline is contained in a 65-gallon tank. Because of increased use of electricity the coach carries auxiliary batteries.

ECONOMICAL EIGHT.

Studebaker Awarded First Prize.

That power and brilliant motor performance can be attained without the sacrifice of fuel economy was demonstrated by a recent economy run held in the State of California, U. S. A. under the sanction and supervision of the American Automobile Association.

Thirty-seven cars piloted by as many women completed a 17 miles run from the Los Angeles to Wrightwood Mountain, climbing from almost sea level to an altitude of 6,000 feet. Each car observed the same rules, covered the same course, and ran under the same weather conditions. At the conclusion of the run, the official A. A. A. representatives awarded first place in its class to a Studebaker President Eight, which established the best economy record for eight cylinder cars in its price class with an average of 33.7 ton miles per gallon.

When all cars had been checked, however, it was found that the Studebaker President had not only led its class, but had also won second place in the grand sweepstakes competition which included every car in the field, regardless of power or price. The President's performance and economy record was bettered by a Ford sedan, which turned in an average of 35.5 ton miles per gallon.

The economy record of the President Eight in this test is considered high tribute to the brilliance of Studebaker's engineering staff and emphasizes the success of Studebaker's policy of "balanced design." The President is a car of great speed and power, these qualities having been demonstrated by its world record of 30,000 miles in 29,326 consecutive minutes. This great feat was performed by a strictly stock President under A. A. A. supervision.

The California economy test showed that Studebaker engineers have been able to carry out in the President's design their determination not to sacrifice any single quality of all-round performance to attain the brilliant speed which has won for The President 11 world records, 23 International records and 115 official American records.

ALL ROADS ARE BOULEVARDS FOR THE NEW FORD



NEW FORDOR SEDAN

Hongkong Price H.K. \$1,000. (Including Bumpers and Extra Tire)

The new Fordor Sedan is smart and distinctive. It has graceful lines and is finished in attractive two-tone colours.

It is essentially a personal car, but may be easily converted into a chauffeur driven car by installing a partition and two disappearing collapsible seats.



Perhaps the most outstanding feature of the new Ford is found in its riding comfort. Somehow, it just seems to glide along as if every road were a good road. Even on comparatively rough stretches there is no exaggerated bouncing.

One reason, of course, is the use of four Houdaille hydraulic shock absorbers—two in the front and two in the rear. You will find such equipment standard on only the most expensive cars.

Of even greater importance, however, are the low centre of gravity and the carefully planned balance of the car.

Arrange with our dealer for a demonstration ride, and you will be quickly convinced that no other car can stand the test to which you can put the new Ford.

Authorized Dealer:

WALLACE HARPER & CO., LTD.

745, Nathan Road, Mongkok, Kowloon, Hongkong

Ford Motor Company Exports Inc.

SHANGHAI.

FORD FEAT.

From Saigon to Hanoi.

DRIVER WINS WAGER.

"How Poncet Won His Wager," or "From Saigon to Hanoi in 43 hours, 58 minutes" might be the title of an account of a race against time made in French Indo-China in a Model A Ford Coupe, in which Mr. Poncet covered 1798 kilometers (1116.5 miles) in the lapse of time of less than 44 hours and in a driving time of 32 hours.

The story of the trip as given by "Le Courrier Automobile" at Hanoi, has been received by the Ford Motor Company, as evidence that the speed and reliability of the new Ford has attracted attention in Asia as well as in Europe and the United States. It must be borne in mind that Asiatic nations do not possess the roads and have not been so accustomed to fast driving as have Americans. In describing the trip the account says in part:

"First of all it was a magnificent sporting exploit that proved the qualities of audacity and endurance of the person accomplishing it; secondly, it is a magnificent mechanical exploit that proves the qualities of speed, power and flexibility of the new Ford."

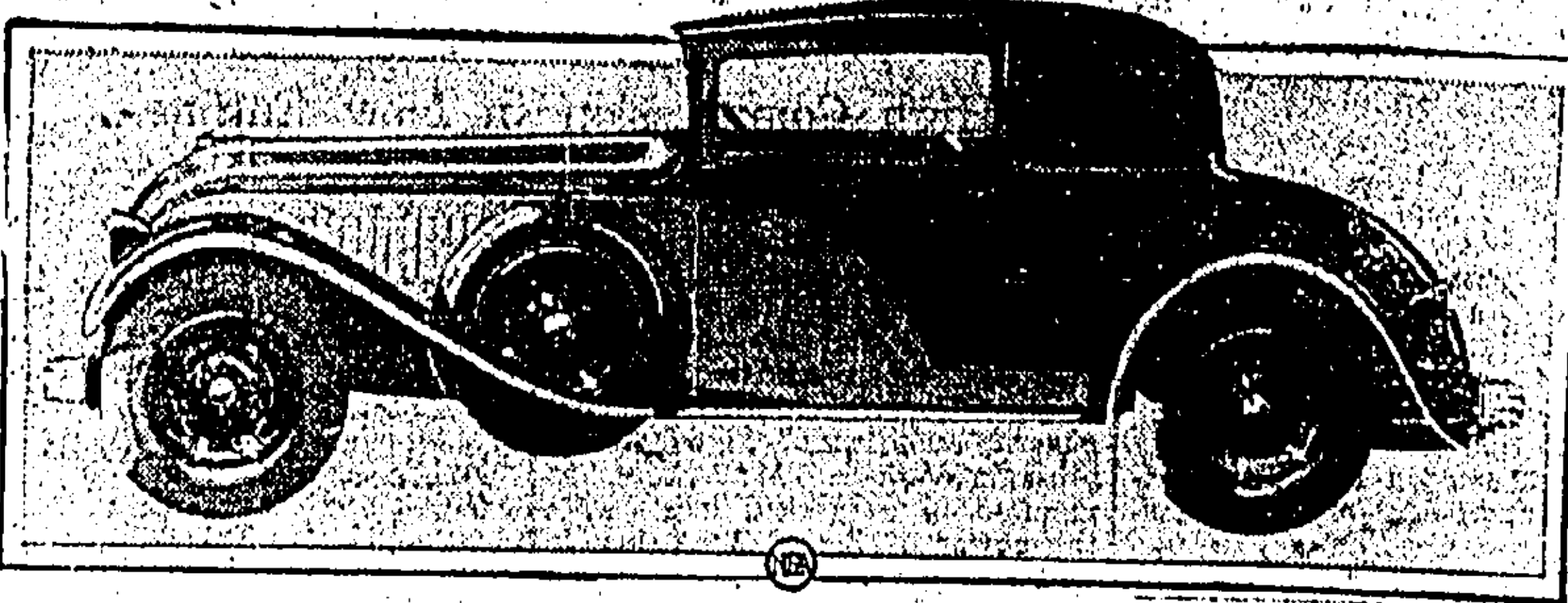
"Mr. Poncet had made a wager to arrive in Hanoi in 48 hours. His friends tried to persuade him not to leave. 'You have lost in advance,' they told him. 'Don't risk your life to be vain-glorious.' He did not listen and he was right. He had a passenger as far as Tourane, Mr. Caillard. From Tourane he was alone and drove the whole distance himself."

"In leaving Panthier, a horse literally threw itself at the car and it is a miracle that the trip did not come to an end then and there. The search light was demolished, the right head-light broken and could not be used. The rest of the trip was made with a single head-light."

The account gives a detailed schedule of the trip, and continues:

"The stops made for gas and water, for rest and meals and the time spent in crossing in the numerous ferry boats on the way made a total of 12 hours. The actual driving time was thus 32 hours or an average of 56 km. (34.77 miles) per hour. At the arrival nothing was out of order, nothing broken. Not one spark plug had been changed. Before starting, the car had already covered 3,000 km., driven carefully, and exclusively by the owner. 'I drove like a savage,' Mr. Poncet told us, 'going through the villages or arriving at road turnings at 75 km. (46.57 miles) an hour, slowing down with the brake in 20 meters (21.8 feet), departing or rather leaping off at the touch of the accelerator. I estimate that with a closed Ford—I am in favour of the closed car because of the fatigue caused by the wind and the rain—and with two drivers taking turns, which would permit the reduction of the steps to the strictest minimum, the trip could be made in 36 hours."

TOO FAR AHEAD FOR PRESENT DAY!



Auto makers shy at this type of body designed by E. T. Pearsons of Cleveland, U.S.A.

Cleveland, May 12.—A unique automobile body, sporting a curved radiator front, moldings, panels and accentuated streamlines, has been designed here by E. T. Pearsons, chief engineer of the Baker-Rauland Body Company. The new body, in several models from roadster to sedan, has been devised primarily for its striking appearance.

"This design probably would increase speed somewhat, because of its presentation of a curved surface to wind pressure," says Pearsons, "but beauty was the thing thought of in designing it. After all beauty is what sells a car more than anything else. Of course, mechanical perfection has to be there, but beauty is the deciding factor in a sale."

The design of this body, according to Pearsons, is so far ahead of present styles that manufacturers seeing it have hesitated to adopt it for fear it would not be accepted by the public.

No Abrupt Ending.

The marked difference between this body and the conventional style is the departure from the vertical radiator. The shell curves out from the hood, forming a finished appearance. A conventional type of core, however, is used.

"I designed it this way," explains Pearsons, "in order to get away from that chopped off appearance. This style gives the radiator shell a finished appearance and gives the impression of lines running out into infinity rather than an abrupt stop at the radiator's nose. This also falls in line with the curve on the rear of the body, equalizing both ends of it."

Another thought in Pearsons' mind when he was designing the radiator was to give ample room in case it should be adapted to a front wheel-drive car. This type radiator would cover up the engine and leave room for any mechanical additions necessary to

the adoption of this drive. It would also provide for the adoption of an oil cooling system in the front of the car.

Ridges for Moldings.

There are no moldings on the body. What appears to be moldings are raised or indented ridges made possible by dies and pressure. The rear of the car, for instance, is made in two or three parts. Moldings in this section are all pressed out and then the pieces are welded together.

Another feature of the body is that the doors, in an effort to seat three people in the front seat, are made to open flush with the top of the running boards. The doors appear to be of the conventional type because an indented or raised molding runs across them at the present height of the splash pan.

The streamlining is shown in the finishing of the radiator, the curves of the rear panels and the slope of the roof in the closed models.

FIRST CAR SEEN.

Ford in Mexican Wilds.

CREATED MUCH INTEREST.

A new kind of machine was seen recently in Atoyac, Mexico. Natives of the Pacific Coast town viewed this modern invention with a great deal of curiosity. It was an automobile. General Rafael Sanchez, commander of the State of Guerrero,

drove a Model A Ford phaeton across country from Acapulco to Atoyac, over land so rough that none had made such a journey before. He sent this wire to R. Z. Martinez, Ford dealer at Iguala:

"For your pleasure please be informed that the Ford car I purchased from you is the first automobile that has ever reached this town, over a difficult country where there are no roads at all and the land is strewn with rocks and soft sand. Motor in perfect condition after terrible test. Small native towns along path regarded first automobile with positive wonder."

Suited the Tyre to the Service-

Choose your tyre equipment according to your particular service needs. There is a suitable commercial vehicle tyre for every requirement in the

DUNLOP

RANGE

Solids, Pneumatics, Cushions—and each built to an ideal of perfection that ensures the best possible service under any conditions.

DUNLOP

—the tyres that carry commerce



DUNLOP RUBBER Co. (China), Ltd.

Pedder Building.

Tel. C. 4554.

COMPARE THESE HONGKONG PRICES WITH THOSE OF OTHER SIX CYLINDER CARS.

PONTIAC SPORT ROADSTER
HK. \$2,100.00

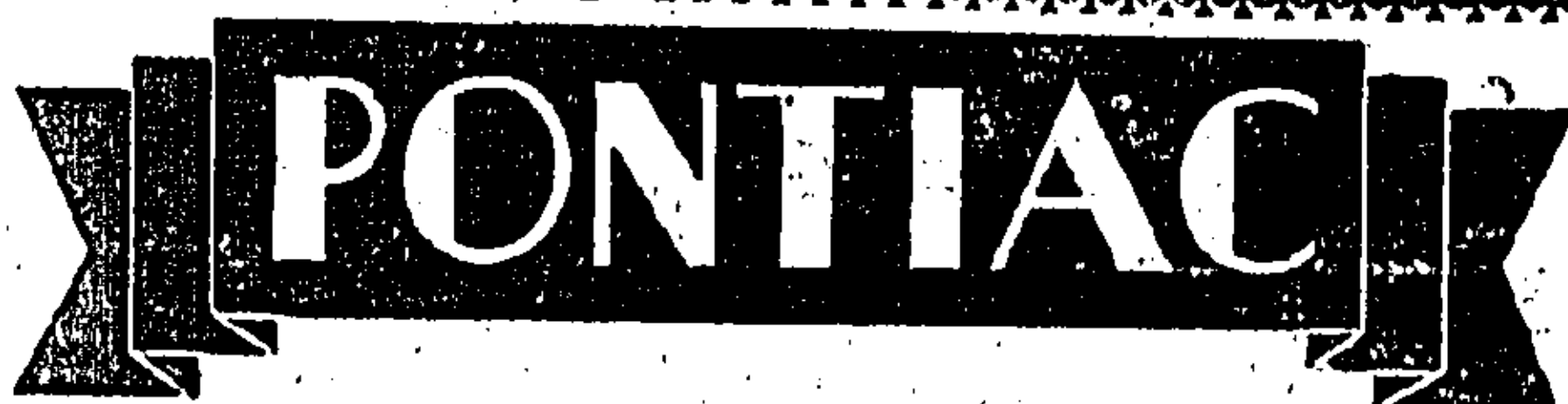
PONTIAC PHAETON
HK. \$2,100.00

PONTIAC 2 door SEDAN
HK. \$2,150.00

PONTIAC 4 door SEDAN
HK. \$2,200.00

INCLUDING EXTRA TYRE AND TUBE,
FRONT AND REAR BUMPERS AND
LOVEJOY SHOCK ABSORBERS.

BUY THE BETTER CAR
AT
LESS COST.

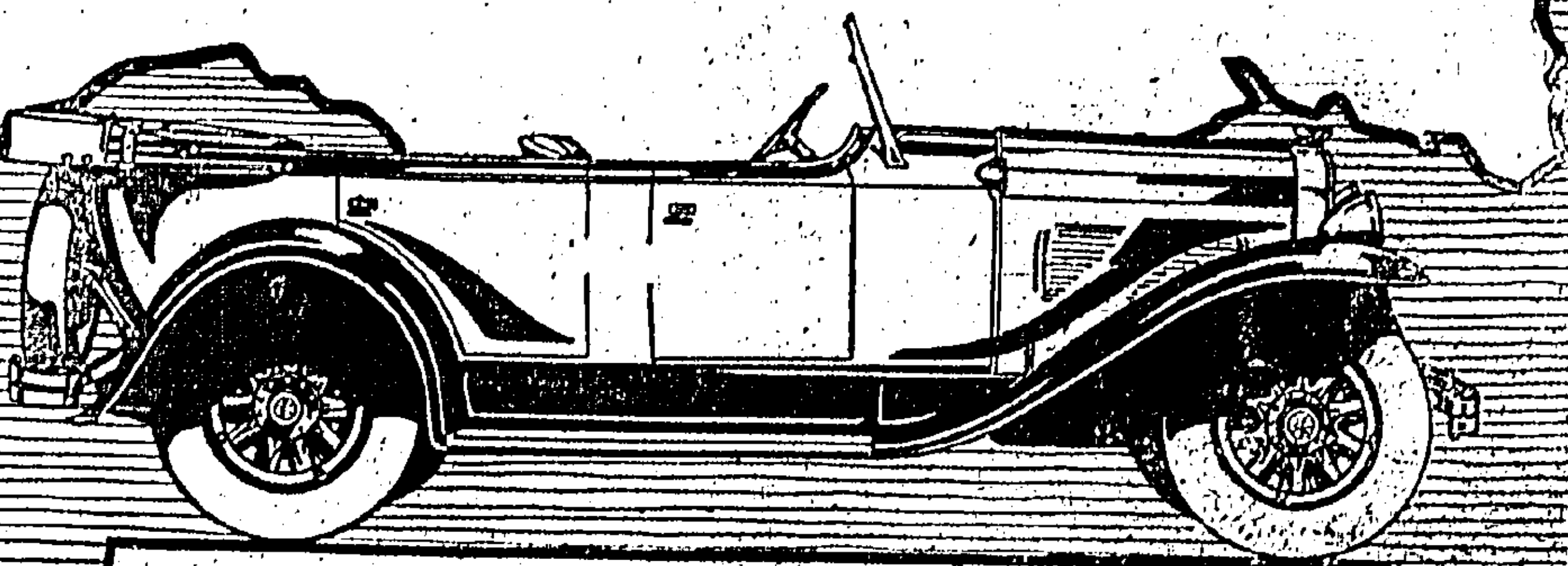


PONTIAC

SOLD

183,840

New Cars in the United States alone during 1928, and also won the position of the largest selling "SIX" in the world. Surely this is sufficient assurance that **PONTIAC** will give you **ENTIRE SATISFACTION.**



BUILT BY GENERAL MOTORS AND RECOMMENDED TO YOURS

LANE, CRAWFORD, LTD.

THESE MODELS NOW ON VIEW,
GROUND FLOOR:

LANE, CRAWFORD, Ltd.,

EXCHANGE BUILDING.

LET US PROVE TO YOU
THE POWERFUL, SMOOTH
RUNNING QUALITIES OF
THE **PONTIAC** BY
DEMONSTRATION.

NO OBLIGATION.

TELEPHONE

C. 4567

OR

C. 3193

For further Particulars or
Demonstrations.

PETROL FROM COAL.

New Fuel Tested.

IMPORTANT RESULTS.

Petrol which had been recovered from coal in the process of manufacturing smokeless fuel was tried in two aeroplane engines at Stag Lane Aerodrome, writes the *Daily Telegraph* Aviation Correspondent. The engines were started and run, but flights were impossible owing to thick fog.

As a matter of fact, the test of actual flight was unnecessary, for it was evident that the engines

were giving out their fuel revolutions. No difference between the new fuel and ordinary petrol could be detected, save in the smell. The fumes given off by the fuel derived from coal were very objectionable. It was stated, however, that this can be remedied.

The engines employed were a "Cirrus" of 85 h.p. and an Armstrong Siddeley "Jaguar" of 400 h.p. Both were started up from cold.

If the claims made in respect of the new fuel prove justified, it is difficult to exaggerate its importance. Perhaps the most important point is that it would make this country independent of imported fuel for motor-cars and aeroplanes.

In view of the fact that it is estimated there is never more than a month's reserve of fuel for internal combustion engines in Britain, and that a great war might quickly put us in a position of jeopardy, the value of a fuel which could be produced at home is obvious.

At least of equal importance would be the stimulus to home industry and the reactions upon unemployment.

It was stated that the new fuel would not cost more than ordinary petrol. It is made from "slack," and a ton of slack yields of 14 cwt. of coalite, a smokeless fuel, 10 gallons of petrol, and 10 gallons of fuel oil. In the manufacture of the

process what is called the "Gyro process" of breaking up is utilized. The new fuel has, it is claimed, been used with satisfactory results in motor-cars. The magnitude of the business affected will be seen from the following table of imports in 1927:

Crude oil	£3,627,347
Fuel oil	6,104,286
Other sorts	33,913
Motor spirit	16,260,748
Other than motor spirit	210,796
Gas oil	1,690,742
Petroleum lamp oil ..	4,514,868
Lubricating oil ..	4,705,549

Lord Thompson and many experts were present at the demonstration.

FEATURES OF LATEST PRODUCTS.

High Compression in New Engines.

Automotively speaking, 1929 will be a year of bigger and better values for the automobile buyer and, from all signs, a bigger and better year for the automobile manufacturers. An outstanding trend in the 1929 cars is the almost general adoption of higher compression engines. This feature has resulted in a marked increase in the power of the 1929 automobile without adding to the size and weight of the engine or to its cost of operation.

High compression is a term used to indicate the increased pressure under which the gases in the combustion chamber are compressed before they are ignited by the spark. It is obtained by redesigning and making smaller the combustion chamber in the cylinder head so that a quantity of fuel mixture equal to that formerly used is compressed into a much smaller space before ignition. This sounds simple, doesn't it? But it is not so simple and unless the layman understands the year of search and study, not to mention expense, that automobile manufacturers and fuel companies have devoted in obtaining this end, he cannot appreciate the added value that is being offered to him in his 1929 car.

Explosion and Expansion.

The effect of higher compression in a gasoline engine is much the same in result as higher compression in an ordinary coil spring. For example, take a coil spring, compress it slightly between the fingers and let it snap back to its normal position. The impulse is comparatively slight. Compress it again, under twice the pressure exerted the first time, note the corresponding increase in the force of the spring as it returns to normal.

Laymen may ask, "Why, if this increased compression makes for greater power, are automobile manufacturers turning to it at this late date?"

In the minds of many the theory of the operation of the internal combustion engine is based on the belief that the "explosion" in the combustion chamber supplies the power impulse to the piston. This is true to an extent, but the actual "explosion" in the combustion chamber is the thing which automobile manufacturers had to overcome before higher compression in engines could be made available as an everyday commodity.

Old-time fuels, under high compression, when ignited, did "explode." This resulted in serious wear and tear on all parts of the engine and running gear, as well as on the nerves of the operator. The desired increase in power was not obtained because only a part of the charge in the combustion chamber was ignited.

Without Detonation.

The ideal fuel was that which could be compressed under a much greater pressure and, when ignited, expand rapidly and smoothly without detonation or explosion. This problem in itself was not easy to solve and those who recall the 100 victims of the famous "looney gas" a few years ago may form some opinion of the chances chemists and experimenters faced in trying to solve it.

However, after some years of research, fuels have been developed which are neither dangerous to the user nor the engine and which can

be used under comparatively high compression. One method is to treat the gasoline with tetraethyl lead so that the small lead molecules, serving as sort of auxiliary spark plugs, quickly absorb and transmit the heat of the explosion to all parts of the combustion chamber, so that a smooth, rapid expansion of the gases in the chamber is obtained. Detonation or explosion is eliminated to a great extent and combustion is more nearly complete.

Carburation has been greatly improved to provide greater atomization of the fuel mixture and almost all of the carburetors in 1929 cars are thermostatically controlled so that the volume and temperature of the fuel charges are automatically held to more nearly uniform proportions. Manifolding has been improved to insure a more even distribution of the fuel mixture to each cylinder of the engine. Valve lifts in the majority of engines have been increased, which affords freer passage of the fuel mixture from the carburetor to the manifold and increases the amount of mixture taken into the cylinder during the down stroke of the piston.

Other Improvements.

All these changes sound simple, but they often call for a complete retooling of an automobile plant.

High compression ratios have also left the manufacturer with a problem of greater engine heat, with the solution lying in his ability to improve his cooling system, particularly around the combustion chambers. In this he had to exercise great care so that too sufficient cooling during normal operation would not result in hard starting in cold weather. To overcome this, many manufacturers in their 1929 cars have provided by-passes from the exhaust manifold so that the heat from the exhaust of the first few power strokes is shunted around the intake manifold and carburetor, heating the fuel mixture and keeping it volatile until the engine has warmed up to its normal operating temperature.

It can be seen from this that the automobile buyer for 1929 is getting, on the whole, a much more powerful engine and car than ever before. The initial cost is not greater and the actual operating cost is much less through the adoption of higher compression engines alone.

Fuel strainers, oil purifiers and air cleaners have become almost integral parts of today's engine. These devices are not new, but in the cars for 1929 they have been improved and perfected to a point where they function much more efficiently, protecting the interior of the engine from foreign matter, grit and dirt. Crankcase ventilation has been provided in almost all models and makes to prevent the dilution of crankcase lubricants by gasses from the combustion chamber.

There are many other improvements in body, chassis and running gear design, which are being offered in the 1929 cars. When one considers that, at the end of a year, the turn-in allowance is equal to between a 40 per cent. and 60 per cent. discount on the original cost, it would seem that there it not another business in the world today which offers the buyer greater values than the automobile business.

CARS IN NEPAL.

Lonely Motoring in Small State.

22-MILE AREA.

If there was a championship award for the world's most enthusiastic motorist it would undoubtedly go to some member of the Royal Family of Nepal. Nepal is a little kingdom on the northern border of India, almost under the shadow of Mount Everest, and there are few places in the world harder to reach by automobile.

A representative of the Royal Family recently took delivery in Calcutta of a Studebaker President Eight Limousine, a Studebaker Director Berlino, and two Erskine Sixes. But the Royal Family resides in Khatmandu, capital of Nepal. The new cars had to be shipped by rail from Calcutta to a city 38 miles from the capital. From there they were driven to within 18 miles of Khatmandu. For the final 18 miles of the trip however, the cars had to be transported by aerial cables over valleys and mountains where there is no sign of a road. Travellers are carried over this 18 miles stretch in coolie chairs.

After having surmounted all these difficulties to get their cars, the Royal Family can operate them on

THE KNOCK PROBLEM.

New Word to Describe Fault.

"APPOTENIC."

Engine (fuel) "knock," with its consequent power loss is caused—in scientific parlance—by "an activating heat equilibrium conjoined with molecular susceptibility!"

Such a devastating technical explanation for a motorist's problem is ample justification for the coming of the word "appotenic" which sums up for the motorist in a simple definition the cause and solution of this irritating, power-wasting fuel knock. An authority has stated that "terminological generalities and abstractions have also obscured the 'knock' problem"—so appotenic comes to the rescue of the bewildered motorist and points to the cure for his engine trouble.

The new "appotenic" is derived from the Latin, ad (ap), meaning powerful, and is defined as "possessing increased power; said of a gas that, being stable to heat and high compression, will, therefore, neither audibly nor silently 'knock' in a high compression engine."

Just 22 miles of road—which is the total extent of the little kingdom's highway system.

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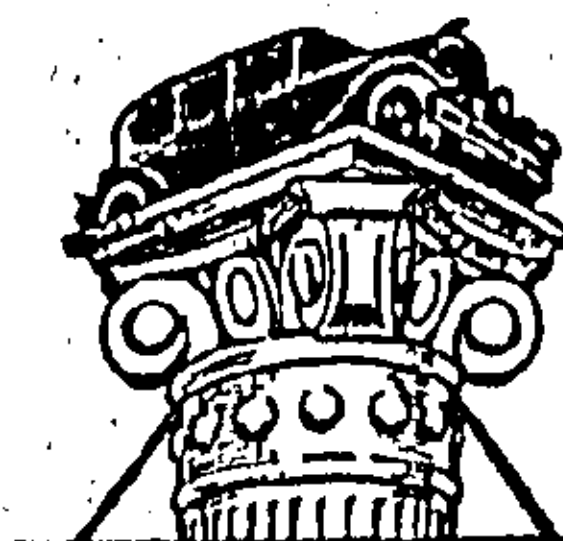
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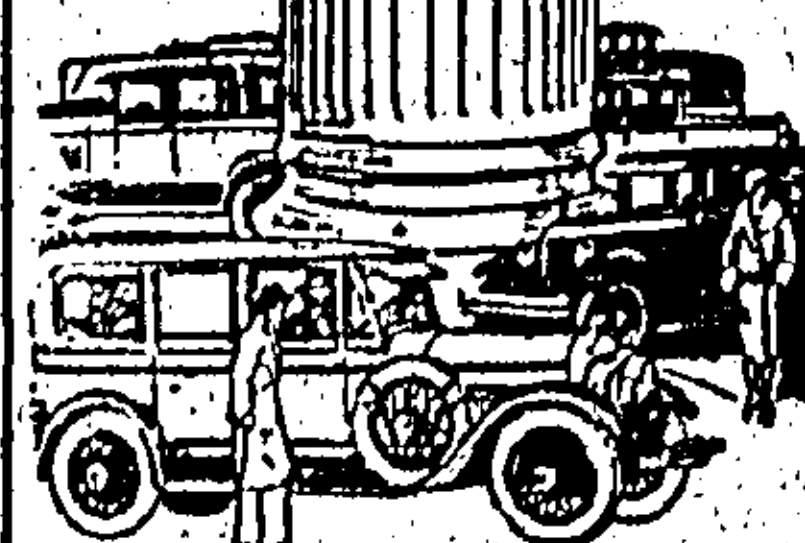
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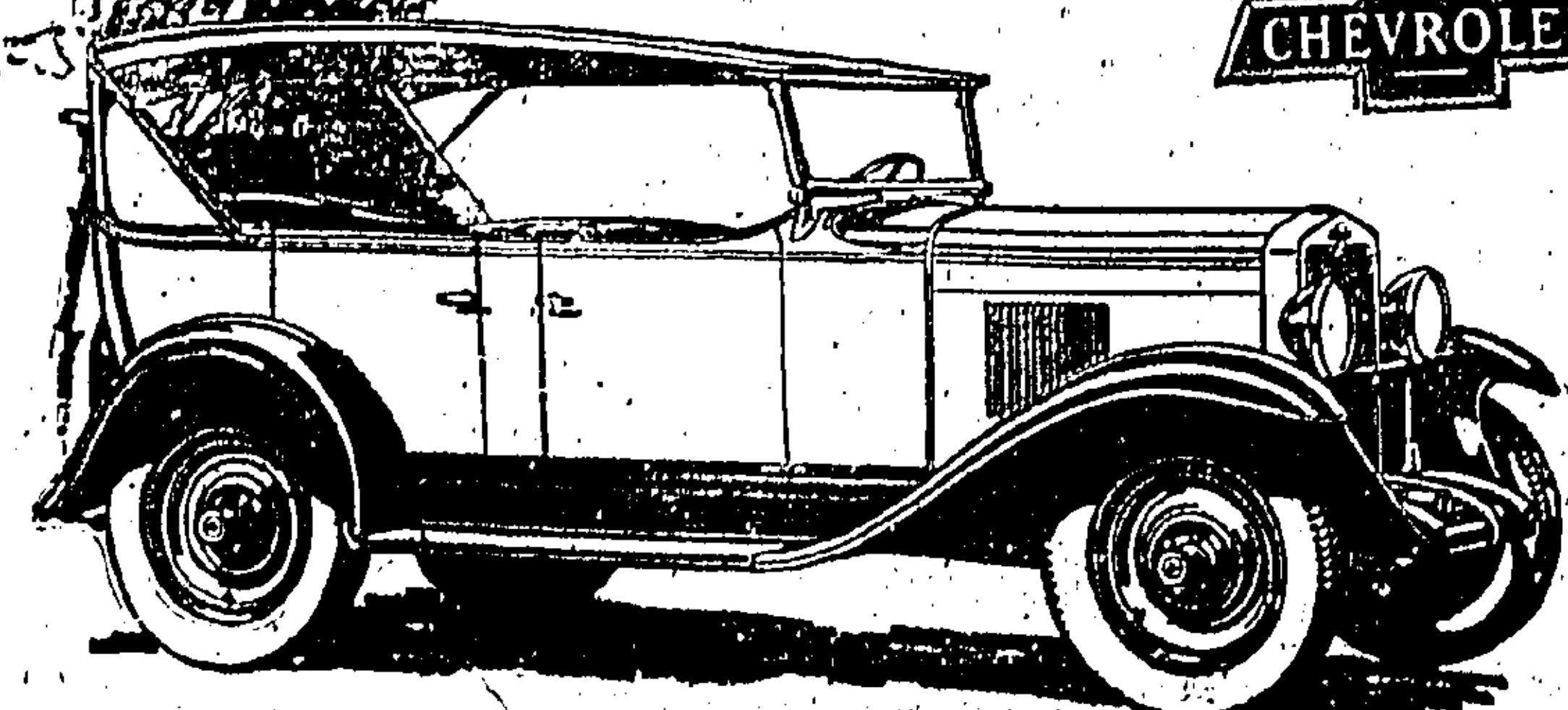
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The new Chevrolet Phaeton. The top can be easily and quickly lowered.



HINTS FOR THE MOTORIST

by
ALBERT L. CLOUGH
WEAR OF REAR TYRES.

They should be inspected occasionally for anything abnormal about the way they are wearing. If the trend of one seems to be wearing down faster than the other—due allowance being made for the mileage that each has delivered—it is likely that the brake on the wheel with the excessively worn tyre acts more promptly and more violently than the other and thus the trend rubber of its tyre is ground down excessively. Sometimes one brake locks its wheel in emergency stops and the car slides over the rough surface on one single portion of the tyre wearing a flat spot in the tread. If any of these localized worn spots are found on one rear tyre, it indicates that the brake in this wheel is doing most of the stopping and brake equalization is urgently called for. The locking and sliding of wheels cannot be entirely prevented, but carefully avoiding "close quarters" with other cars and running slowly in traffic will minimize the necessity for it far more than many drivers realize. Locking of wheels on cars that have good four-wheel brakes should occur very seldom indeed. A wobbly rear wheel causes serious wear of its tyre tread, as there inevitably is a slight slip on the road at each rotation. Occasionally one should watch the rear of his car, as it is driven away from him, and if the tyres do not run true, this defect should be corrected. The tread-wear on a tyre which runs true, should be equal on both sides of its centre line throughout its entire circumference, but if it wobbles badly there will be an unequal distribution of wear inside and outside of the centre

line at different sections of the tread. Local wear and injury to a tread is often caused by a tyre too tightly that it does not creep around the wheel, but remains in one position, so that each cross chain bears always in one place on the tread upon which it leaves its mark.

A Shri!l Squeak.

Question:—Lately I have been annoyed by a shrill squeak which comes from the engine of my car whenever it is idling or running very slowly. It sounds as if some part needed lubrication, but everything is well oiled and greased and I can't see how any part can be running dry. This squeak is exasperating. Can you help me to locate and stop it?

Answer:—Sometimes a slight leakage of gas produces a high pitched squeal which sounds like a frictional noise. If the leak is at a joint where there is a gasket, the gasket vibrates like a reed in a musical instrument as the gas passes it. A slightly loose exhaust flange or carburetor flange may be the cause of a squeal like this. Unless the carburetor is tight at its connecting flange, air will be sucked in at the leak, especially when the throttle is nearly closed, as during idling, and a piercing squeak may be given out. Tighten your carburetor and exhaust flange joints and if this doesn't stop the noise, please write us again.

Oil Filters & Air Cleaners.

Question:—Would you recommend the installation of an oil-filter, air-cleaner and gasoline strainer on my 1926 car, which was not originally equipped with these devices? I change crankcase oil each 500 miles, clean out sediment from the gasoline and am careful as to upkeep.

Answer:—Our feeling is that the installation of an oil-filter is worth while, as tending to reduce wear of engine parts. It would probably enable you to run somewhat longer on each charge of oil and thus reduce labour and oil-consumption to some extent. An air-cleaner is a good thing, but can hardly be considered as peremptorily required unless a car is operated a great deal in dusty air. The gasoline strainer is mainly valuable in preventing obstructions occurring in the fuel feed system and in obviating the necessity of cleaning out screens in the vacuum-tank, carburetor and elsewhere.

Poppet Valves Vs. Sleeve Valves.

Question:—Considering an engine of the ordinary poppet-valve type and one of the Knight sleeve type, (1) Which is superior in acceleration and hill-climbing ability? (2) Which is the more economical as to gasoline, oil and repairs. (3) Which is the easier to keep in repair? (4) Has the Knight type longer life and does it improve with use? (5) Do you think the sleeve-valve will be more generally used in the future?

Answer:—(1) There is no material difference, so long as the valvular action of both remains effective. (2) Gasoline and oil consumption are substantially the same, so long as valvular action continues correct, but the sleeve valve engine requires less repairs. (3) The Knight type, because its valve action deteriorates imperceptibly as compared with that of the poppet-valve engine. (4) The Knight engine has longer life as regards its valvular system, but otherwise there is no material difference, both engines improve for a certain period of use, as their

ROAD DANGERS.

Tram That Give No Signals.

"HE WHO HESITATES—"

Motorists always seem to measure road dangers according to the size of the vehicle concerned. They assume that a car weighing two tons is twice as dangerous to other road users as one that weighs only one ton, and so on.

I think we must all own to a certain sympathy with this idea. Nearly everyone is averse from trying conclusions with an adversary larger than himself, and size alone often inspires fear.

On the road, however, experience does not help much to justify this fear, and often the larger vehicles are far less dangerous to their sister road users than the smaller one.

There is no doubt that big cars and lorries are treated with greater respect by the public generally than small ones. Anyone who doubts this has only to drive a baby car, and then a lorry, alternately about the streets of London, and notice the difference in the measure of respect paid to him by pedestrians.

He will notice that while he is driving the baby car his finger hardly ever leaves the horn button. People treat him with contempt, no doubt on the theory that if he does hit them, they are not likely to be much damaged.

Fear of Large Vehicles.

In the case of a large car or lorry, he will not have to indulge in half the horn blowing, especially if the lorry is a large one, as people treat the great vehicle with respect and require no warning of his approach. This little fact is still more marked in the case of a bicycle.

Motorists are visited by the same sort of fear, and pay far more respect to a large car than to a small one. I think this is also responsible for much of the talk about the danger caused by large lorries and motor-coaches, but personally, though I also feel a certain amount of awe when encountering these large vehicles, I have usually found them far easier to deal with than small private cars.

In the case of narrow roads, encountering a huge coach or a lorry with trailer is distinctly disconcerting, and many of these great vehicles are allowed on roads which are far too narrow to take them with safety. Most of the lorry and coach traffic is very well driven at the present time, though there are exceptions particularly with regard to short distance local buses.

Passing Trams.

One must realize that in passing a big vehicle, there are certain contingencies and dangers which must be allowed for. To start with, one cannot see as well round a three-ton lorry as round a small private car. This is no fault of the lorry's, but is a necessary disadvantage of the large vehicle, and, providing the lorry is keeping to the left of the road, it is up to the passing motorist to take the necessary precautions.

Another difficult type of vehicle to pass is a tram. For one thing a tram has a rule of the road all its own, and refuses to conform to the ordinary conventions. If a motor bus stopped in the middle of the road to put down its passengers the driver would be taken off to the nearest police station or to a lunatic asylum.

With tram lines, as they generally are, near the middle of the road, if the motorist passes on the offside he must be completely on the wrong side of the road, where he is a danger to himself any everyone else, or if he passes on the near side he is a danger to

working parts wear smooth, but the valve-gear of a poppet-valve engine constantly deteriorates while that of the Knight engine does not do so perceptibly, but may on the contrary become more perfect with use. (5) Yes.

Leaky Carburetor.

Question:—The carburetor of my car leaks gasoline from underneath it. Does it need a new float or what is the matter?

Answer:—It may be that the only trouble is that a little dirt has caught between the valve that the float operates and its seat, thus preventing the closing of the valve. Remove the float-chamber cover, hold something under the carburetor to catch escaping gasoline and push down on the float, thus opening the valve and allowing gasoline to flush rapidly through the float-valve, in the hope that dirt will thus be removed. If this does not stop the trouble, drain the vacuum tank and see if the float seems to have liquid in it. In case it does, it will have to be replaced, as it is too heavy to shut off the gasoline supply. By removing the valve mechanism, you can see if it is worn so that it does not seat tightly.

FUEL PROBLEMS.

Aids to Combustion.

A FEW FACTS.

One of the most important topics of research is that of the relationship between the motor and the fuel that is fed into it. The United States Bureau of Standards is studying just this relationship in order to improve the motor and find fuels that will go best with whatever types are in use.

A method of determining the effect of certain fuels on certain motors is to see what the gasoline does toward accelerating the engine under certain conditions.

In the search for these tell-tale facts, the engineers have asked themselves two questions. One is:

Why is it that when you step down on your accelerator suddenly, the engine sometimes misses? The other question is: In such event, is the fuel to be blamed or the engine or the carburetor which mixes the fuel and air for the engine?

Partial answer has been found for these questions.

For instance it has been discovered that the character of the fuel has something to do with the performance of the engine during acceleration. One fuel may not be as good as another and yet perform better under certain conditions. In winter time one fuel may produce better acceleration performance than another and yet might be poorer than the other fuel under summer conditions.

We have often found it difficult to accelerate with a cold engine. But the government engineers find that the temperature of the water jacket, which is practically that of the engine, has nothing to do with the motor's acceleration. In fact the power plant will speed up as well with a cold water jacket as with a hot one.

What does affect the acceleration is the temperature of the mixture that enters the engine. If this is preheated, as many motors provide, it will accelerate the engine as efficiently as the fuel—and the motor—will allow.

For this purpose the intake manifold is heated from the exhaust, and the fine spray that comes from the carburetor is further volatilized almost up to the point of combustion in some engines even before it gets into the combustion chamber.

The more volatile the mixture before combustion the better does the engine operate and the more efficiency is obtained from the fuel.

Fuel volatilization is part of the study the Bureau of Standards has set for itself in this connection. The engineers have worked with lean and rich mixtures in various degrees and have measured the degree of motor acceleration obtained from the use of each. They have tested carburetors working alone and others with the attachment of various auxiliary devices which have been designed to give practically as good acceleration with any low-grade fuel as could be got with a better fuel.

Ultimately we shall be told by these engineers how to get better performance with the use of less fuel.

the people who want to board or get off the tram. Again, a tram never gives any sort of signal as to when it is going to start or stop, which makes passing still more difficult.

Hints To Drivers.

The chief thing to remember when passing a tram going in the same direction, or any other large vehicle, is to make up your mind and get through as quickly as possible. The man who hesitates is lost.

Acceleration is everything, and the proper way is to approach the vehicle slowly, and then having made certain that everything is clear change down if necessary and accelerate through quickly. The driver who cannot or does not accelerate promptly, and merely hangs on the outside or inside of the tram, is in a dangerous position until he passes.

Slow passing and hesitating is far more dangerous than a quick, clean, decisive movement, which leaves the car in a safe position to manoeuvre. Finally in tackling trams, if in doubt, stop! Many people get impatient and try to push through under conditions which would normally fill them with horror.

It should also be remembered that tram lines follow to laws; therefore, when passing, always watch the line. Sometimes they suddenly close in to the near side, and at night this is particularly dangerous. There are places on the Uxbridge road which are death traps through this reason.

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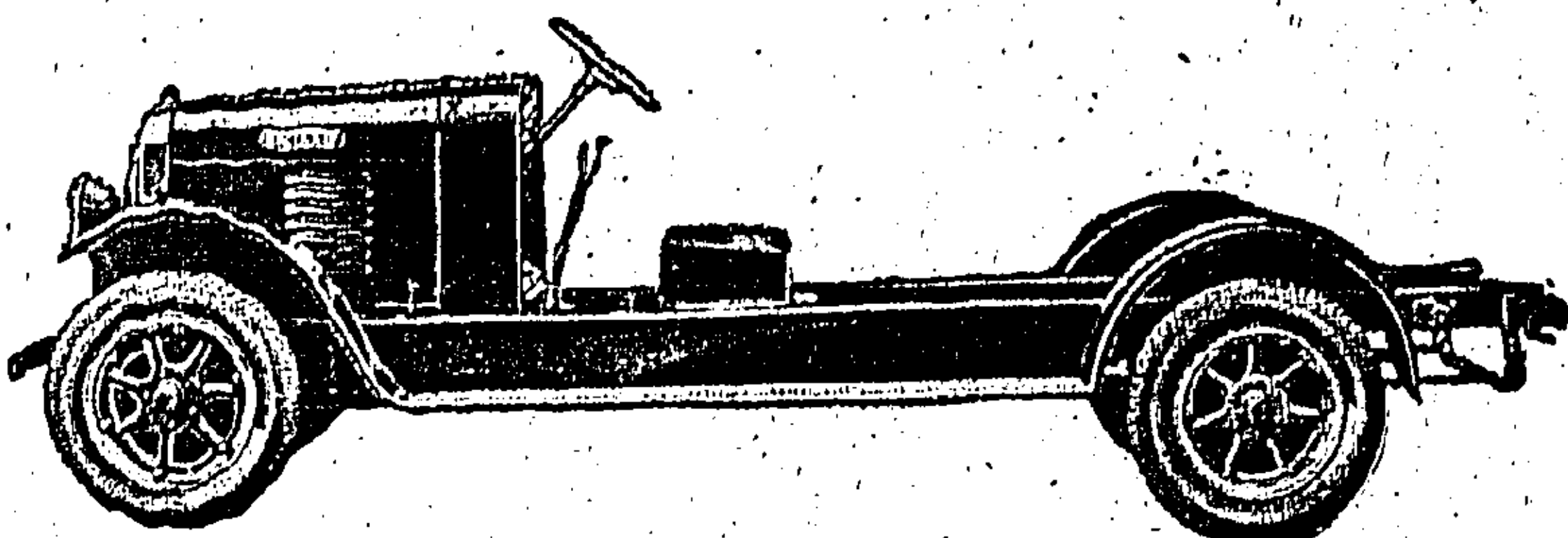
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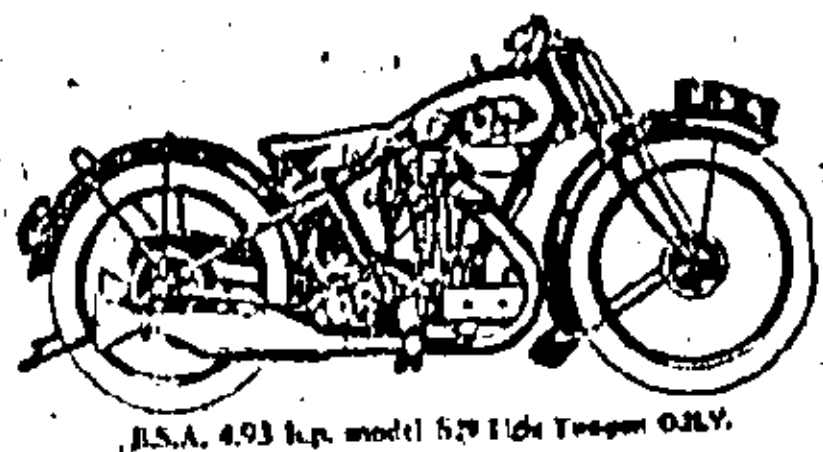
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If a car carries rubber shackles it is generally best not to lubricate the springs. Such springs are of the flat type so as to minimize the amount of action of the ends of the springs where they are shackled. If the springs compress too freely they go beyond their flat point and arch in the upside down position, which with this type of shackle results in hard riding.

In the flat spring friction between the leaves plays more of a role in absorbing shock than in the arched type.

MORE POWER.

American Car Trend.

EIGHT CYLINDERS GAINING.

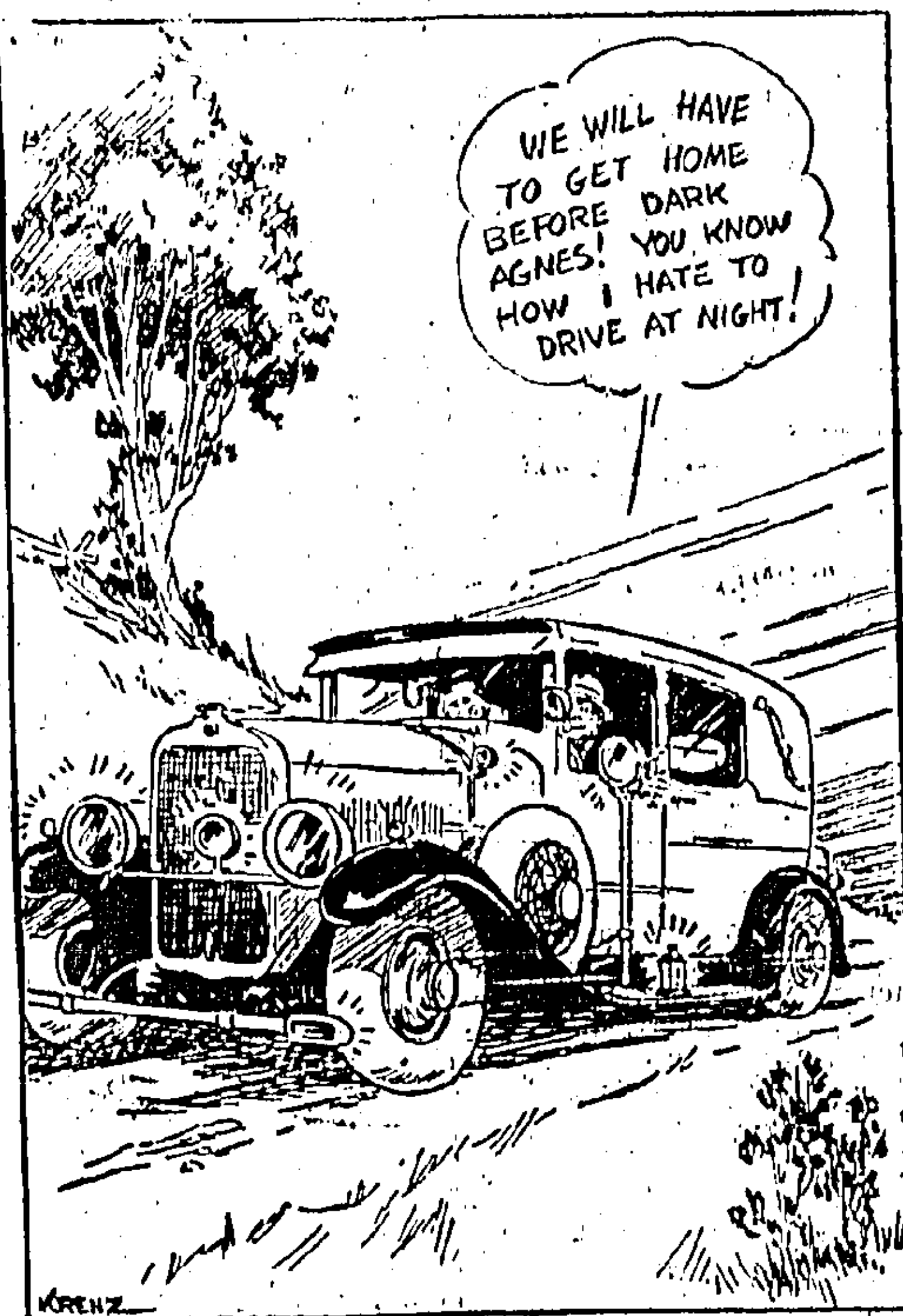
How power is being stepped up by all motor manufacturers in the U.S.A. is shown by a comparison of cars made last year with those of 1927.

Of models now in use, 64 per cent. have motors which develop a b.h.p. of over 70, 24 per cent. have between 60 and 70 b.h.p. at their command, and only 12 per cent. give less than 50 b.h.p.

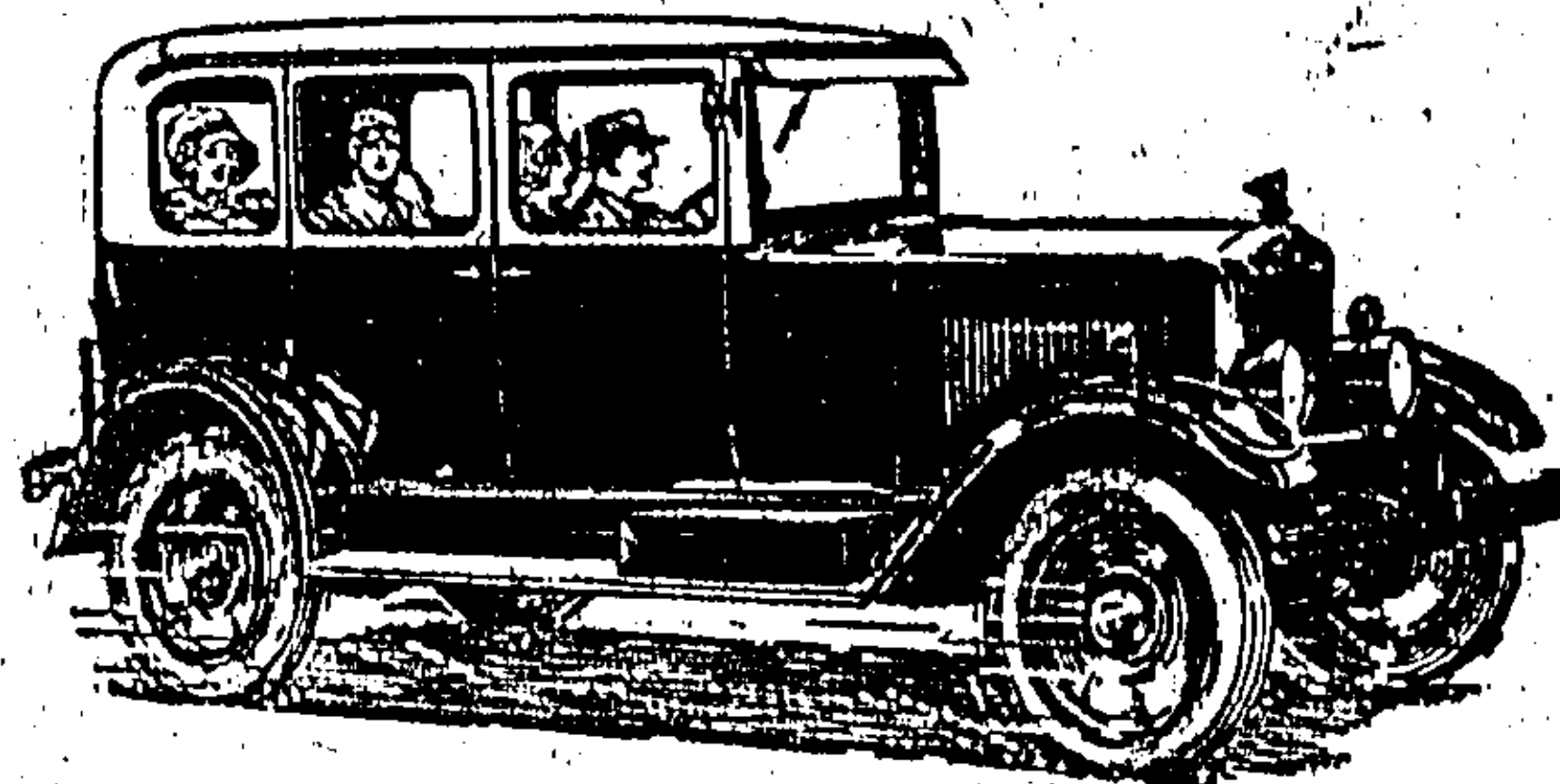
In 1927 only 35 per cent. of cars made were fitted with engines delivering 70 b.h.p. or more, while 22 per cent. had less than 50 b.h.p.

Fifty-five per cent. of 1929 models have six-cylinder engines, four per cent. have four cylinders, and 41 per cent. have eight cylinders.

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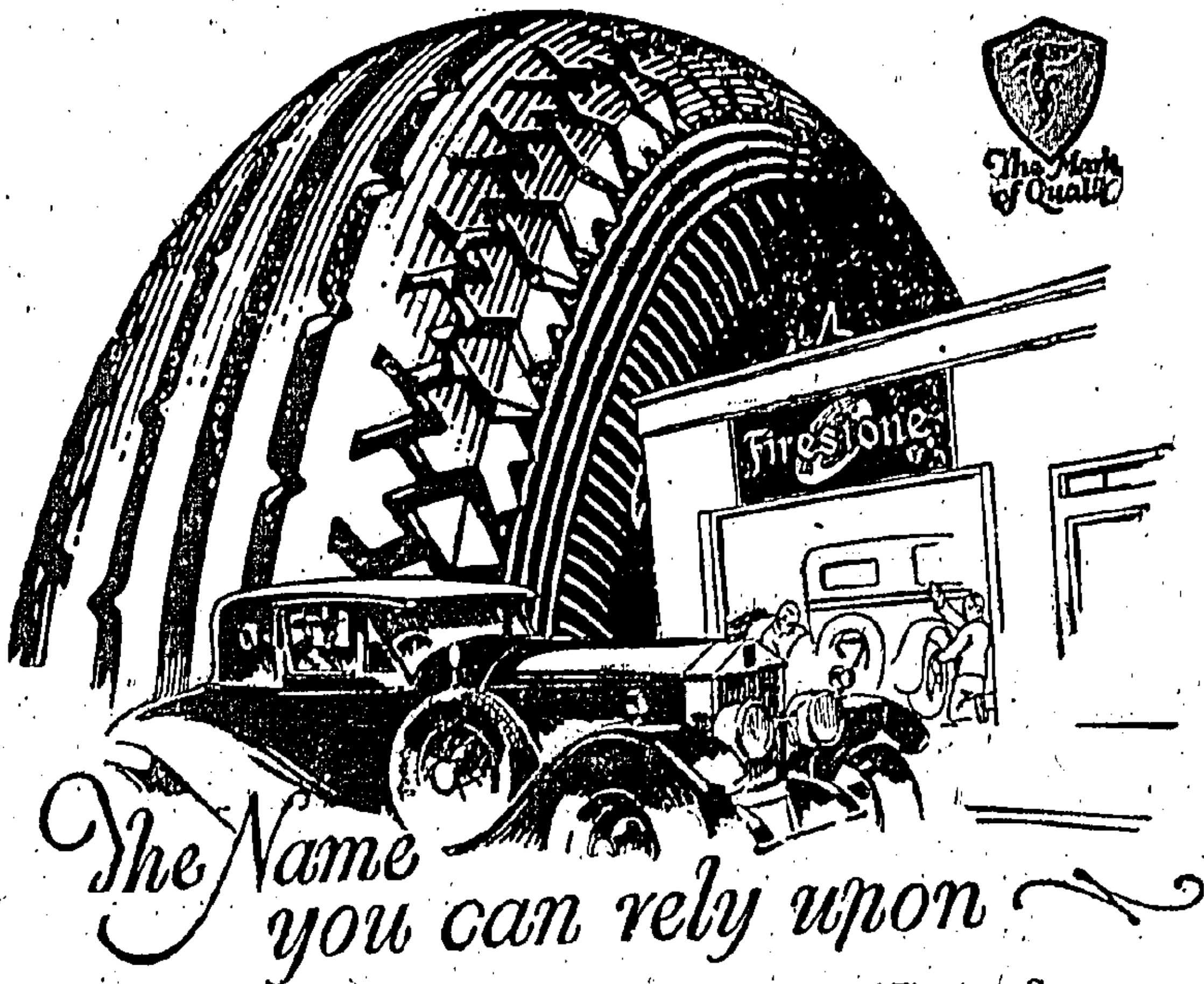
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THROUGH DESERT.

The Motor Car and the Camel.

A camel track across the desert is not an ideal motoring road. It is usually full of ruts and frequently interrupted by dry water courses, clumps of stunted bushes, and is often thickly interspersed with stones and boulders in certain sections. In other parts, soft yielding sand offers a serious obstacle to mechanical transport.

Recently a model 520 standard Fiat touring car started out from Port Sudan to reach Tokar. Many previous attempts at negotiating this desert track by car had failed utterly. Some had succeeded after a struggle lasting nine, ten or even more hours.

The Fiat 520 completed this exceptionally arduous journey in a little over four hours, and after a brief halt at Tokar, returned triumphantly to Port Sudan, arriving in perfect mechanical condition.

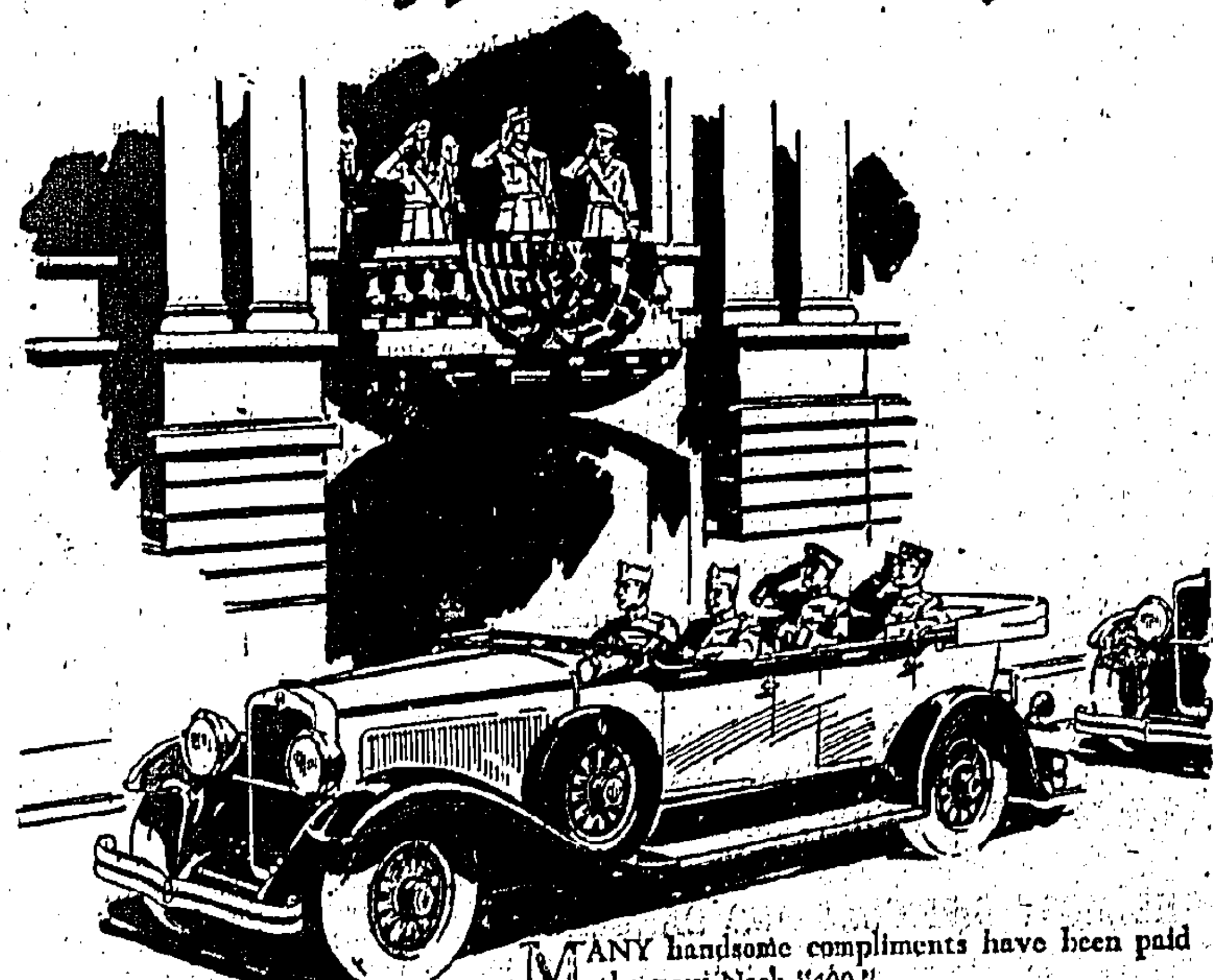
For the second time, Mr. L. Groenkvist has won the Swedish Winter Cup, valued at 5,000 crowns, in a race held over 715 miles of narrow ice-bound roads in such condition that frequently the competitors had to drive on low gear for several hours in succession. This year's winner drove a six cylinder Fiat 520 which, despite the severe conditions maintained an average of more than 30 miles an hour. Three other Fiats of the same type ran in the trials without attention of any kind.

BONNET DEVILS.

British Cars in Fiji.

British motor cars worth £11,000 have been exported in a year to Fiji, where in 1926, when the first car arrived in the Islands, a committee of devil doctors was formed to exterminate the monsters thought to be concealed under the bonnet.

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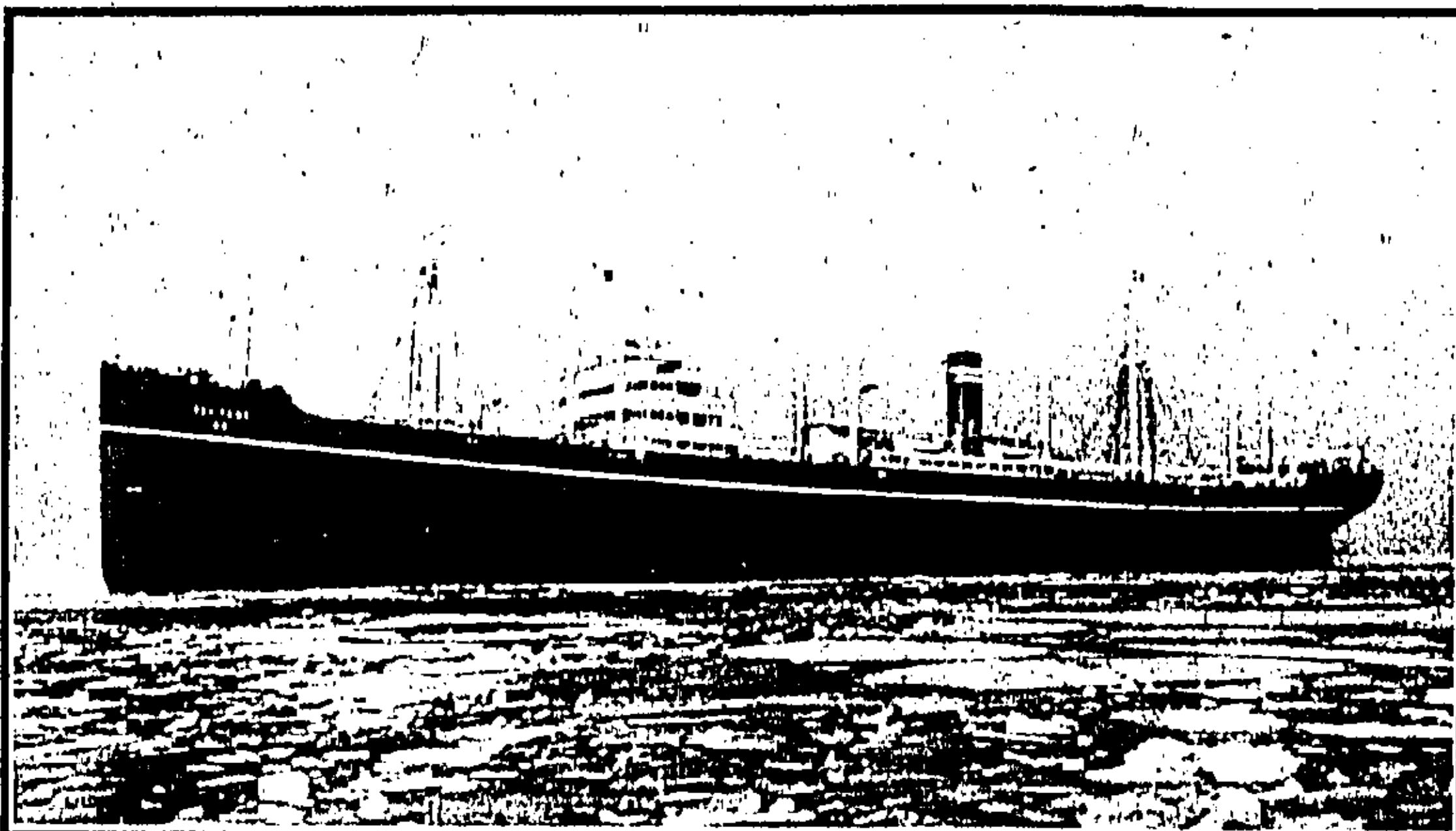
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Action pose by two of Professor Maurice's pupils, Mr. Gilchrist and Mr. Lobato de Farin. (Photo: Mee Cheung).



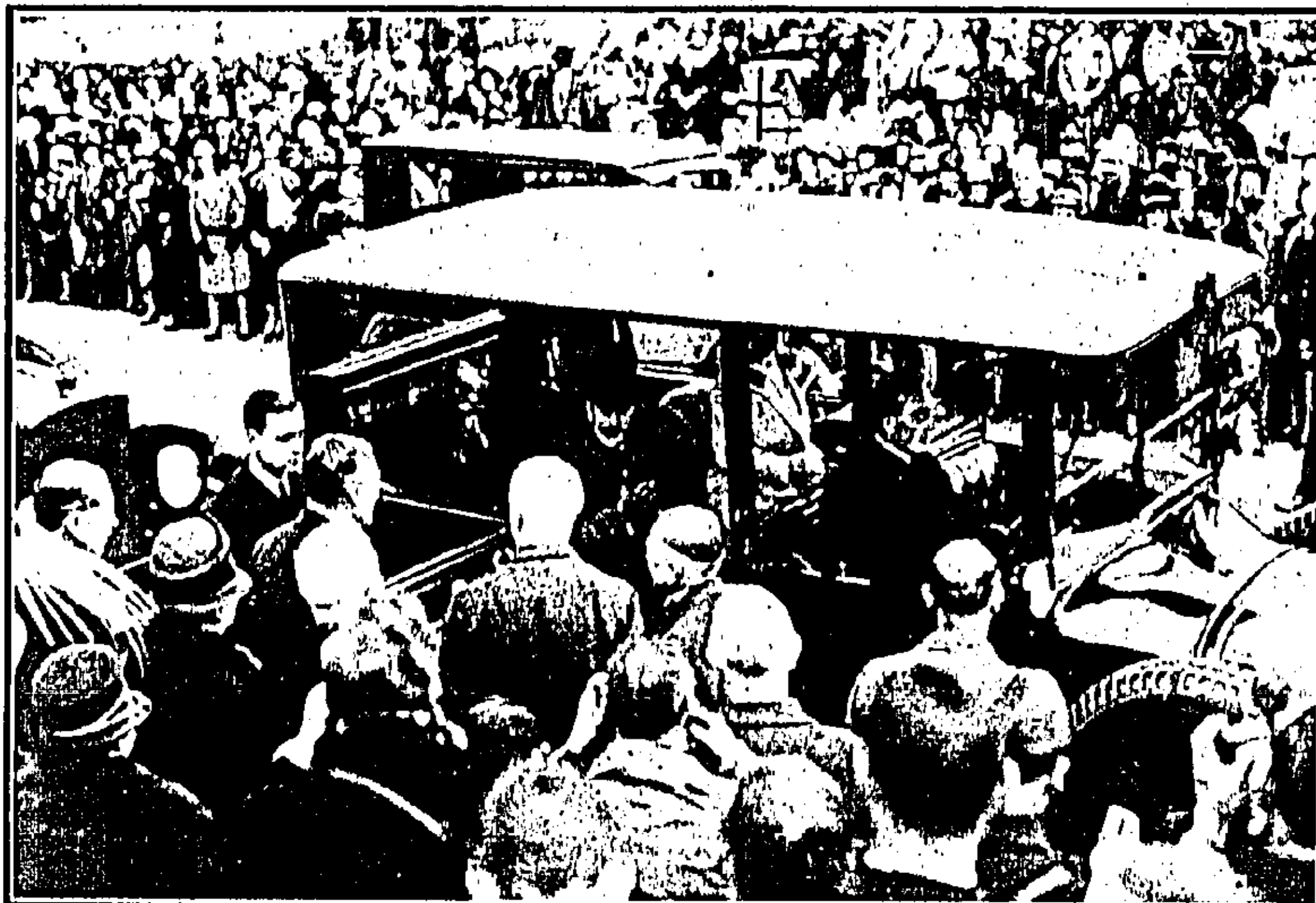
The new Harber Line motor vessel "Tai Yang," shortly to be placed on the Hong-kong-New York (via Panama) run, for which the local agents are Messrs. Dodwell & Co. She is of 6,730 tons gross, with speed of 15 knots fully laden.



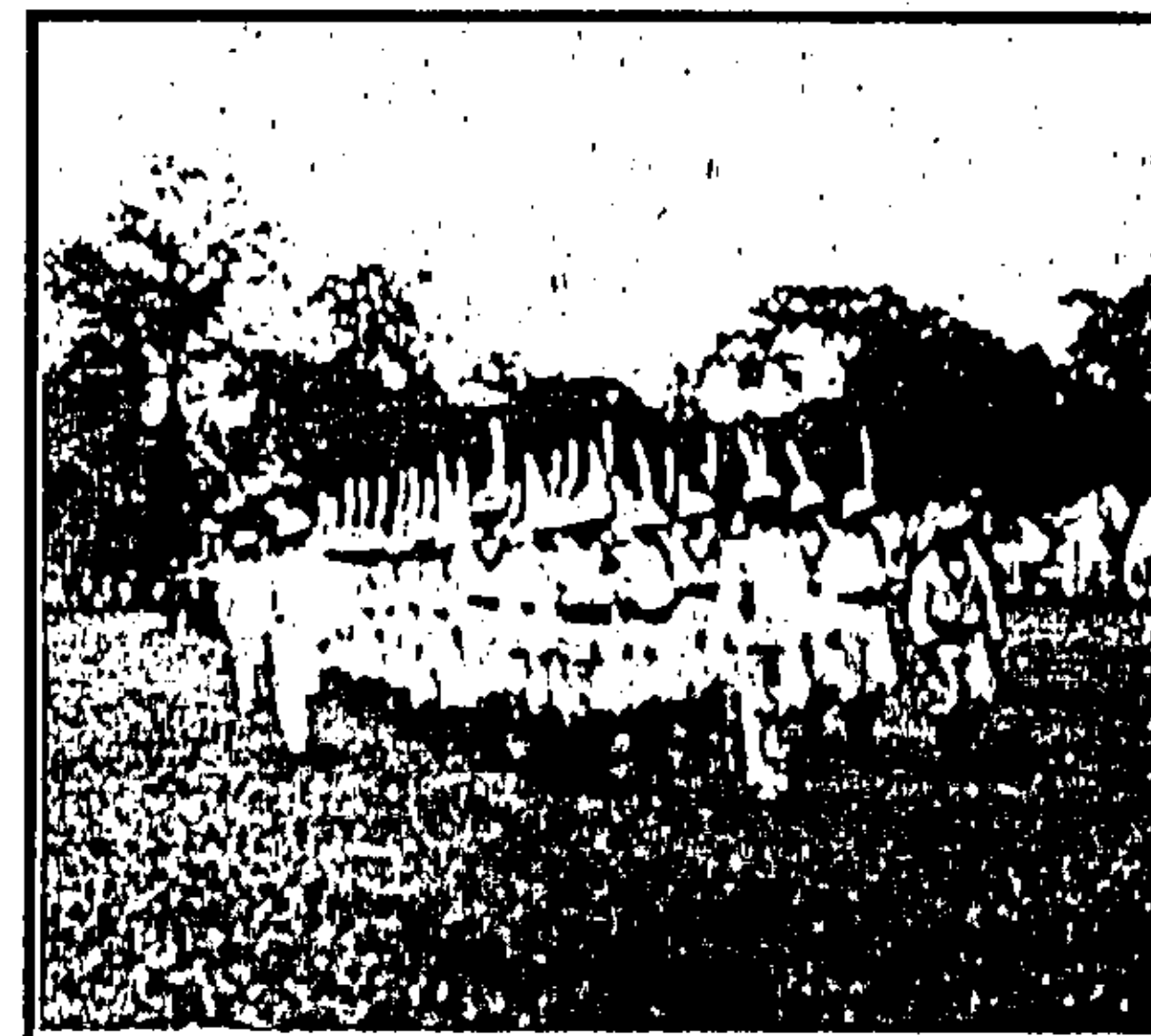
Miss Helen Wills, the tennis star (left) leaving the American Women's Club to attend Court at Buckingham Palace. With her is Miss Harriet Walker.



Left to right, Mr. C. Y. Leung (acting Foreign Commissioner), Gen. Chan Ming-shu and Mr. G. S. Moss, British Consul, at the King's birthday reception at Sharmen.



His Majesty the King leaving Bognor for Windsor. Town officials are seen about to present an address to His Majesty expressing delight at his restoration to health.



The King's Birthday at Sharmen. Photo shows the march past of naval detachment from the West River Patrol.

TRINITY COLLEGE OF MUSIC: HONGKONG SUCCESSES.



Daisy Woo
(First Steps Pass).



Jean Bryson
(First Steps Pass).



Isabel Pestonji
(Junior Pass).



May Chan
(Junior Honours).



Doris Li
(Intermediate Pass).



Wong Yuet Lan
(Intermediate Honours).



Barbara Redwood
(First Steps Pass).



Ruth Ling
(Junior Pass).



Successful Italian Convent pupils. Left to right: Back row, Olga Azedo, Tertrude McNeillie, Betty Bone, Grace Swan, Mary Albers, May Chan; centre row, Frances Lau, Benedicta Xavier, Maria Robles, Anita Silles; front row, Agnes Laing, Ellen Calvert, Jean Stewart.



Caroline Braga
(Senior Honours).



Fuki Inouye
(Senior Pass).



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For Daytime Wear



Worth Tops a Dress
Of Pale Pink Silk
With Blue Jacket
And Bright Scarf.



III
A High Collar
And Tight Sleeves
Distinguish This
Lace and Tulle
Dinner Frock
By Jenny.



IV
Wool Morocain
Is the Medium
For This Smart
Daytime Outfit
Made by Redfern.
The Jacket Covers
A Sleeveless Frock.



II
A Modish Jenny Dinner Frock
Fashioned of Black Charmeuse
Effectively Uses Cream Lace
For a Yoke and Upper Sleeves.

THERE is something intriguingly inconsistent about the new styles in sleeves.

Paris first advocated the long-sleeved evening gown. The introduction of long kid gloves had much the same effect, but was not nearly so comfortable for women. And women have learned since the war that only comfortable things are really chic in the long run.

Most of the long-sleeved gowns have exceedingly decorative and sheer material in them. Fine net, lace, chiffon, and a combination of two of these materials is the usual medium for long sleeves. The sleeves may be tight, or very intricately cut.

The drop yoke with sleeves cut in one is perhaps the newest conception. One daring version uses the very sheerest sunburst net for a deep yoke and long sleeves with heavy cuffs of the satin of the frock which seem, from a distance, to be suspended on the wrists with no support from the sleeves.

The chiffon long-sleeved dress is very good now, especially if it is one of the indistinct floral prints in the new pastel shades that are so very appealing under electric lights. Greens are summery, too, and with the advent of more feminine lines, pinks re-appear in distinguished prints that are vastly becoming.

SOMETIMES these novel dinner gowns play a game with fancy scarfs. They attach them to one shoulder and then make a point of seeing just how many ways Milady can wear them. Sometimes they are wound around the neck to give that dignified high-collar effect. Sometimes they trail behind, making wings to lighten her walk. Sometimes they swing jauntily down to make cape sleeves with the tight long ones coming out from under them, modestly.

There is no denying the newness and novelty of these long-sleeved gowns. Since most of them favor princess lines they are distinctly quaint as well as modern.

The tight, long sleeve is the prevalent one. What fashion does to the cuffs is another thing. They may be wide, slashed, highly decorative or the most demure little mitt-cuffs.

I. WORTH makes use of pastel shades in many of his daytime outfits. This suit consists of a pale pink silk frock and a blue coat. The frock is a one-piece affair with an unusual skirt that uses panels to hang below the godets that give the skirt its fullness.

The waist blouses slightly over a fitted yoke and the front of the waist is finished with a panel of the goods like those on the skirt. Crystal buttons fasten the frock.

The blue coat is a simple cardigan with fine stitching on sleeves and pockets. The decorative scarf is made of pale pink and blue silk joined in modernistic sections. The hat worn with this outfit is blue felt.

II. BLACK CHARMEUSE and cream lace fashion this Jenny frock. The lace makes a drop yoke that forms the upper portions of the long sleeves. This yoke dips to a scalloped V in back and is much higher in front, running in scallops straight across the bodice. The neckline hugs the throat. The rest of the frock is black charmeuse with a three-tiered skirt that seems gracefully alive whenever the wearer takes a step.

A sparkling buckle of brilliants fastens the belt of self material—a neat little tailored belt in keeping with the cut and texture of the gown.

III. JENNY achieves a delightful summery effect in this dinner dress of lace and tulle in delicate beige.

The lace makes a sleek bodice with snug sleeves. From the waistline this fitted portion flares over a fluffy tiered skirt of tulle over lace ruffles. The skirt points down decidedly in back. The high collar is of tulle and ties in a jaunty bow in the back of the neck.

This creation is about the most youthful version of the long-sleeved dinner dress that Parisian couturiers have produced during the current season.

IV. THIS daytime outfit by Redfern consists of a sleeveless dress and a jacket in beige wool morocain. Incrustations of brown lend interest to the upper portion of the frock and the skirt, which is accented.

The sash that ties in a bow is of two shades of brown. The jacket, intended to contribute warmth as well as chic to the ensemble, is plain in order that the frock's dashing trim may be more effective.

The length of the skirt points to the slightly-below-the-knee vogue that is coming in for the street, spectator sports wear and for wear at home. For the girl in active sports, the short skirt is still fashionable.

V. DISTINGUISHED and original is this Mag-Helly evening gown of black and white satin and sheer white net. The net forms long, close-fitting sleeves that end in modernistic cuffs.

The manner in which the black and white satin is combined gives a modernistic effect to the gown, the semi-fitted top of which flares to fullness below the hips.

The skirt dips on at the sides and back, and the hem is trimmed with white.

Little tight epaulets of white satin extend down over the net sleeves and the cuffs of black satin affect hanging squares of black and white satin.

This is distinctly a "lady dress," one in which a young woman would be moved to conduct herself with easy dignity.



V
Long Net Sleeves and
Modernistic Cuffs Lend Unusual Charm
To a Mag-Helly Evening Gown of Black and White Satin.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph

Pictorial Supplement

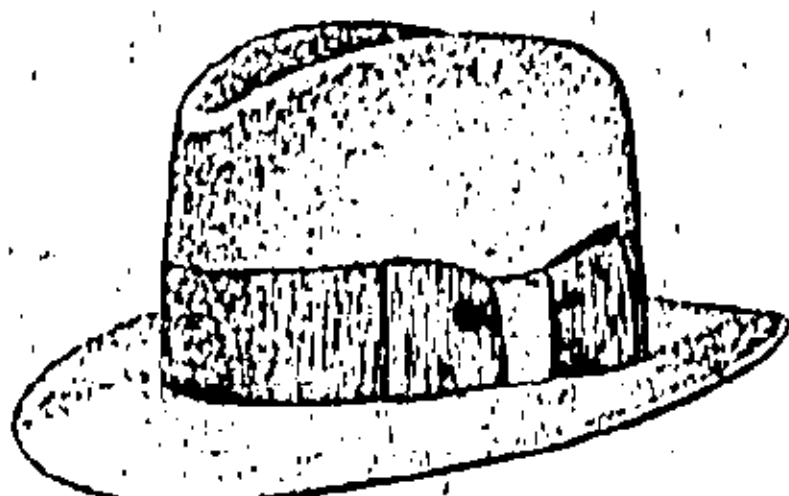
June 15th, 1929.

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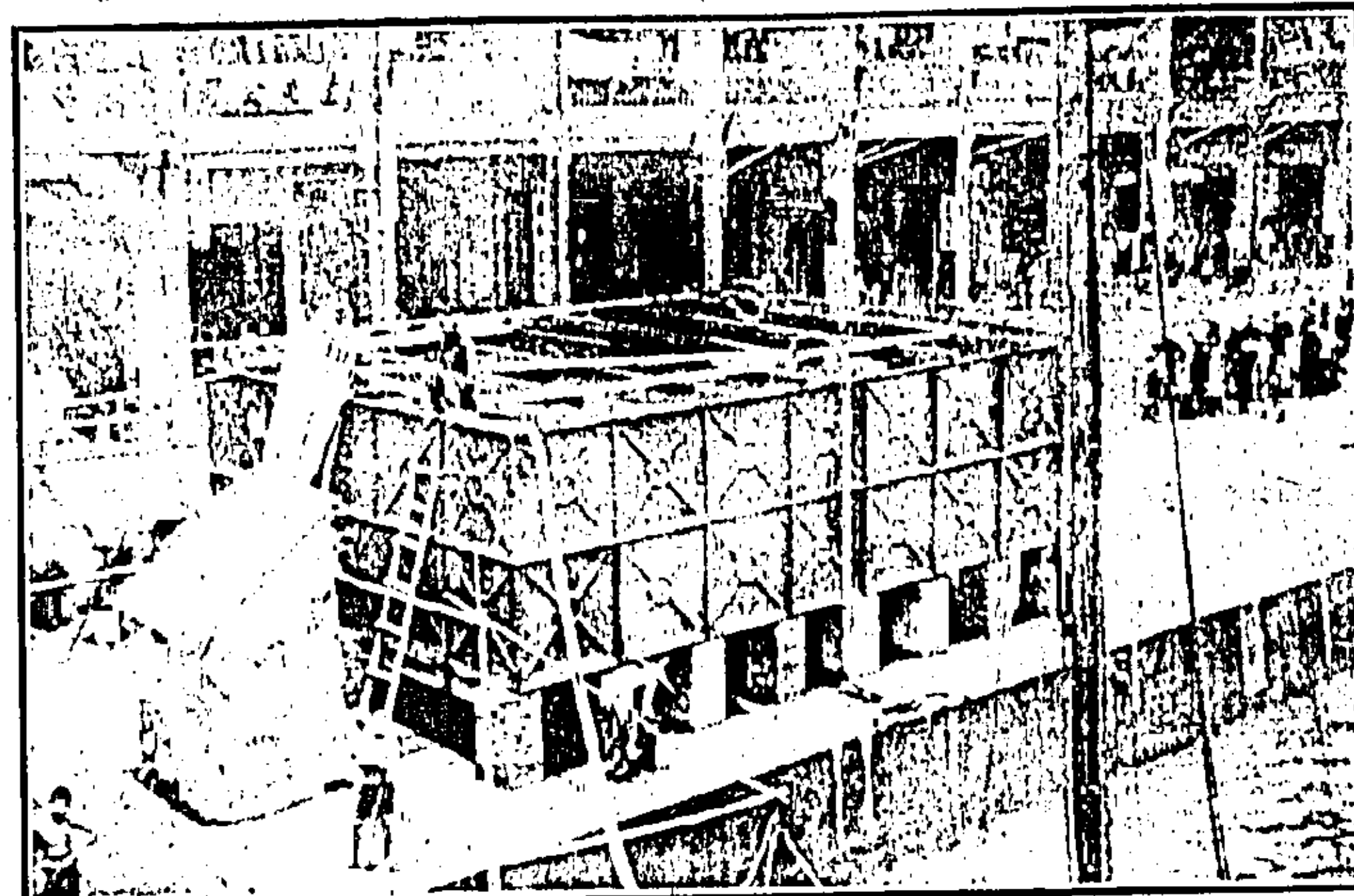
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\$18.50

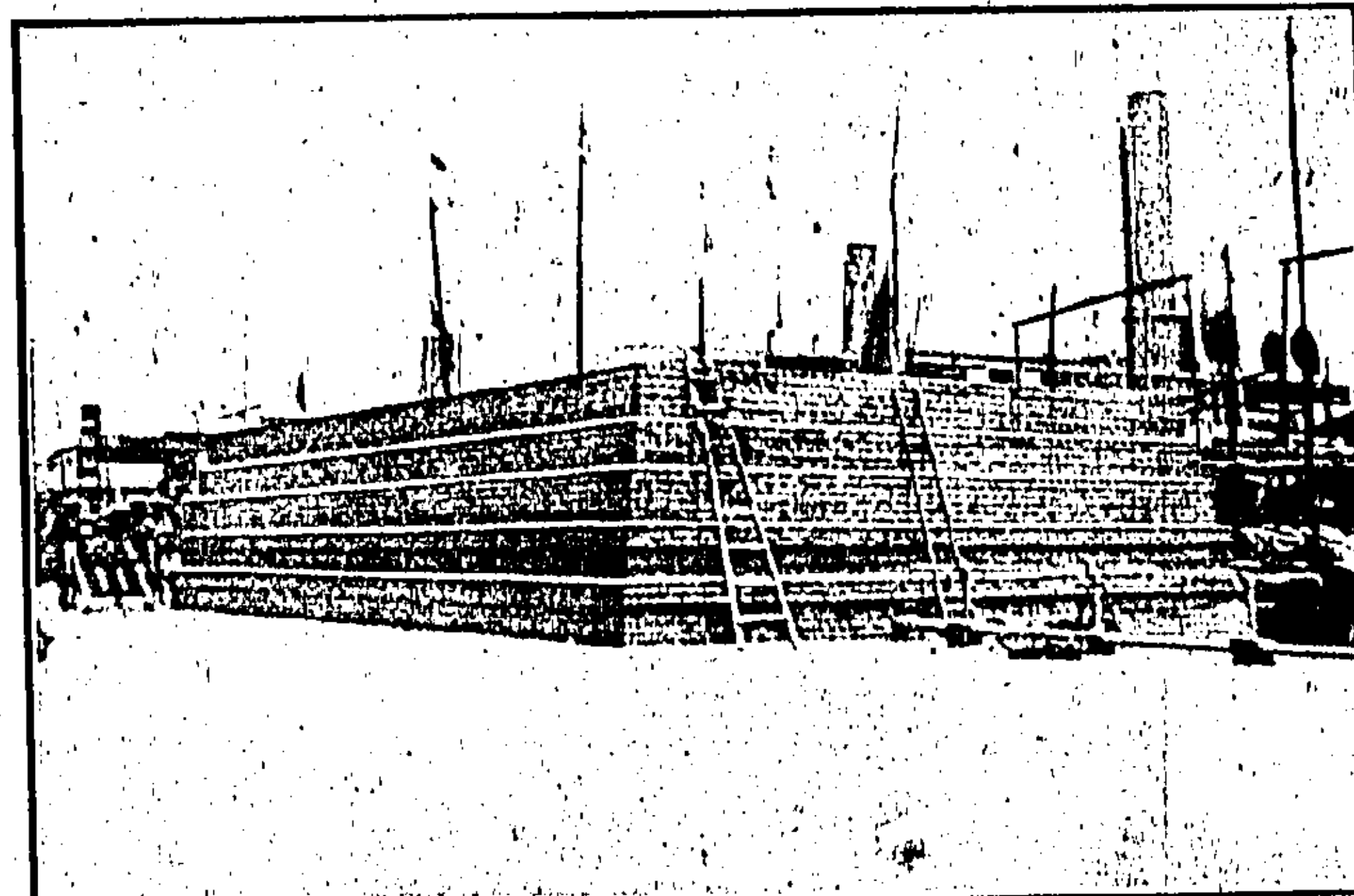
Less 10% discount for cash.

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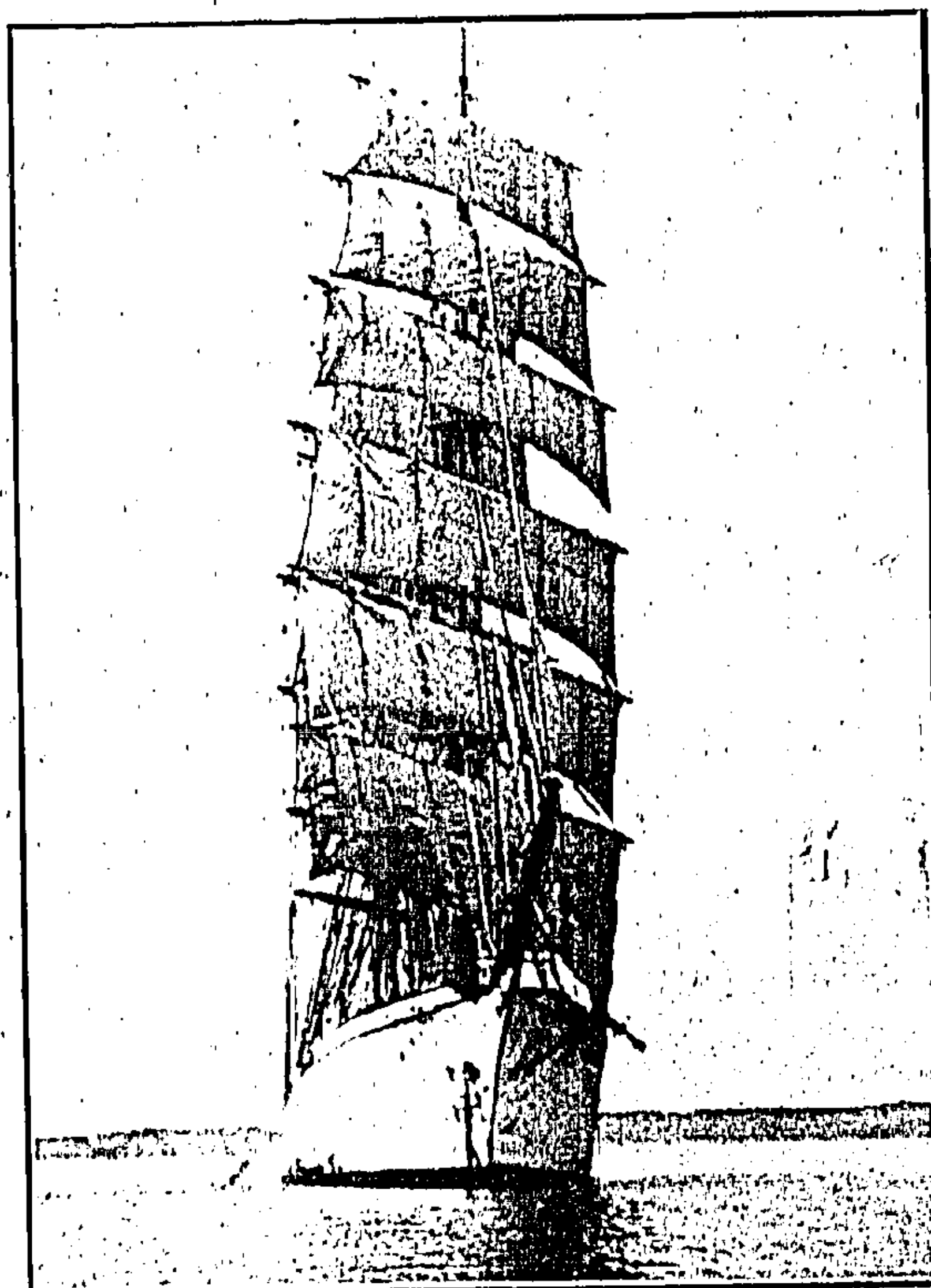
MEN'S WEAR SPECIALISTS.



Photograph taken from the stern of the Douglas steamer Haining, from which water is shown being pumped into the steel tank erected just off the Douglas Steamship Company's wharf. The hose is seen in the foreground.



This photograph shows one of the new brick tanks erected on the Praya West for the storage of water during the present crisis. There are several of these at various points along the waterfront.



A striking photograph of the Finnish four-masted barque Herzogin Cecilie, taken during her voyage from Falmouth to Birkenhead.



A young "Guardsman" who has just left his perambulator takes the salute during the recent inspection of the Grenadier Guards by the Duke of Connaught at the Horse Guards Parade.

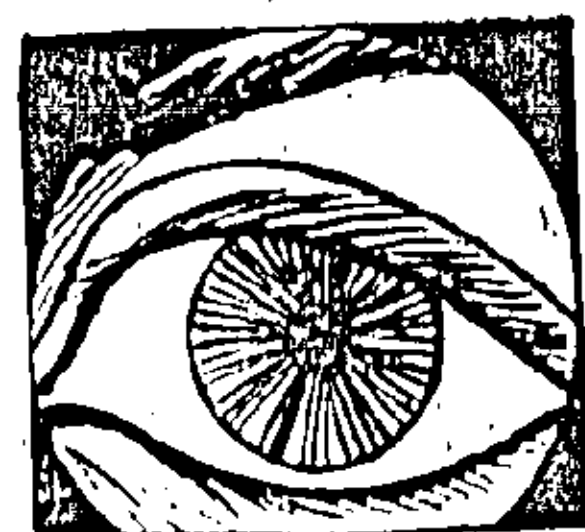


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AT

ULLMANN'S

SEE PAGE 13.



Are YOUR CHILD'S EYES

[Right?] [Not?]

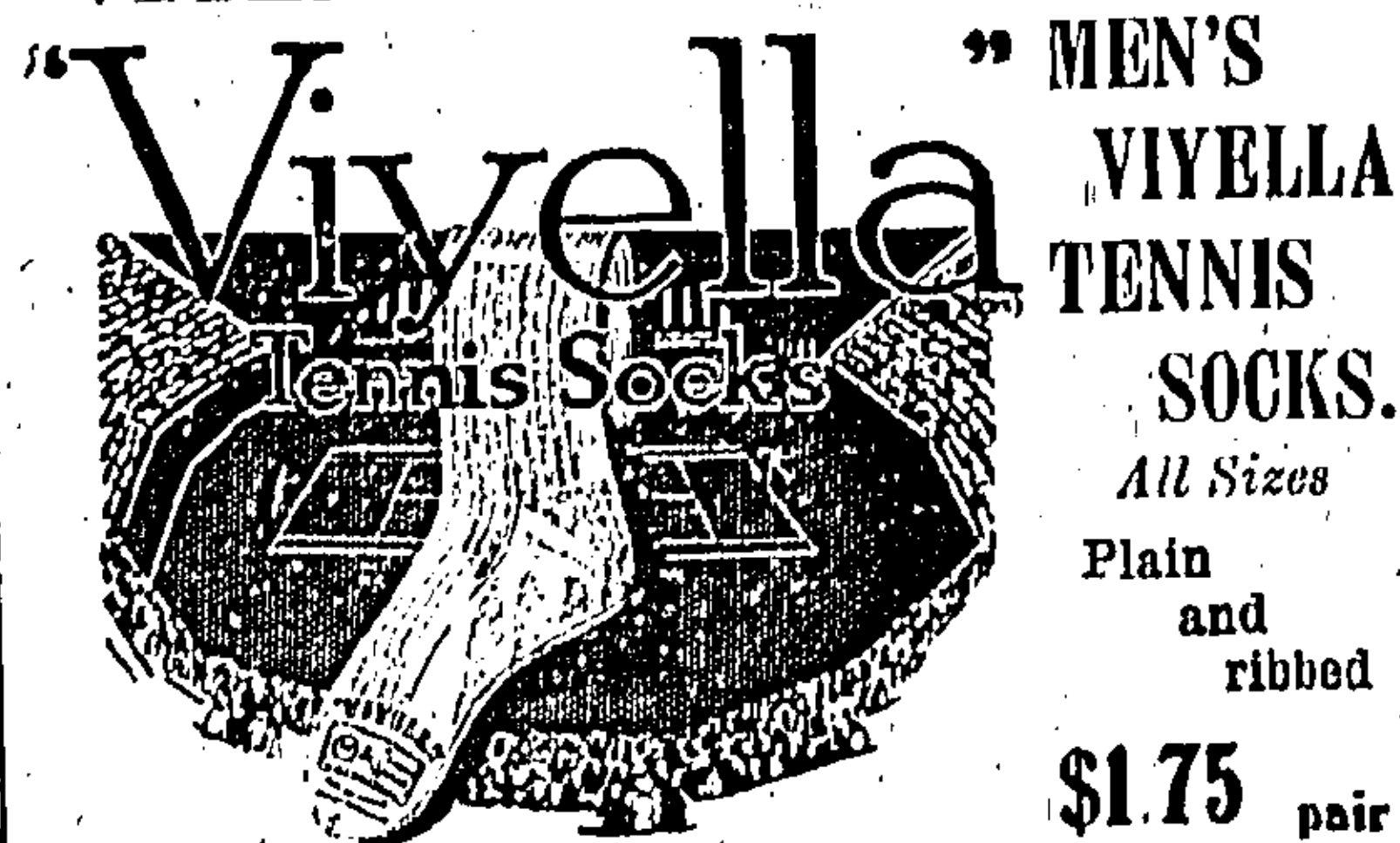
If your boy or girl is not progressing in school as he or she should, there may be many reasons. One of the most likely is that your child's eyes are not in good condition. Make sure—have an eye examination.

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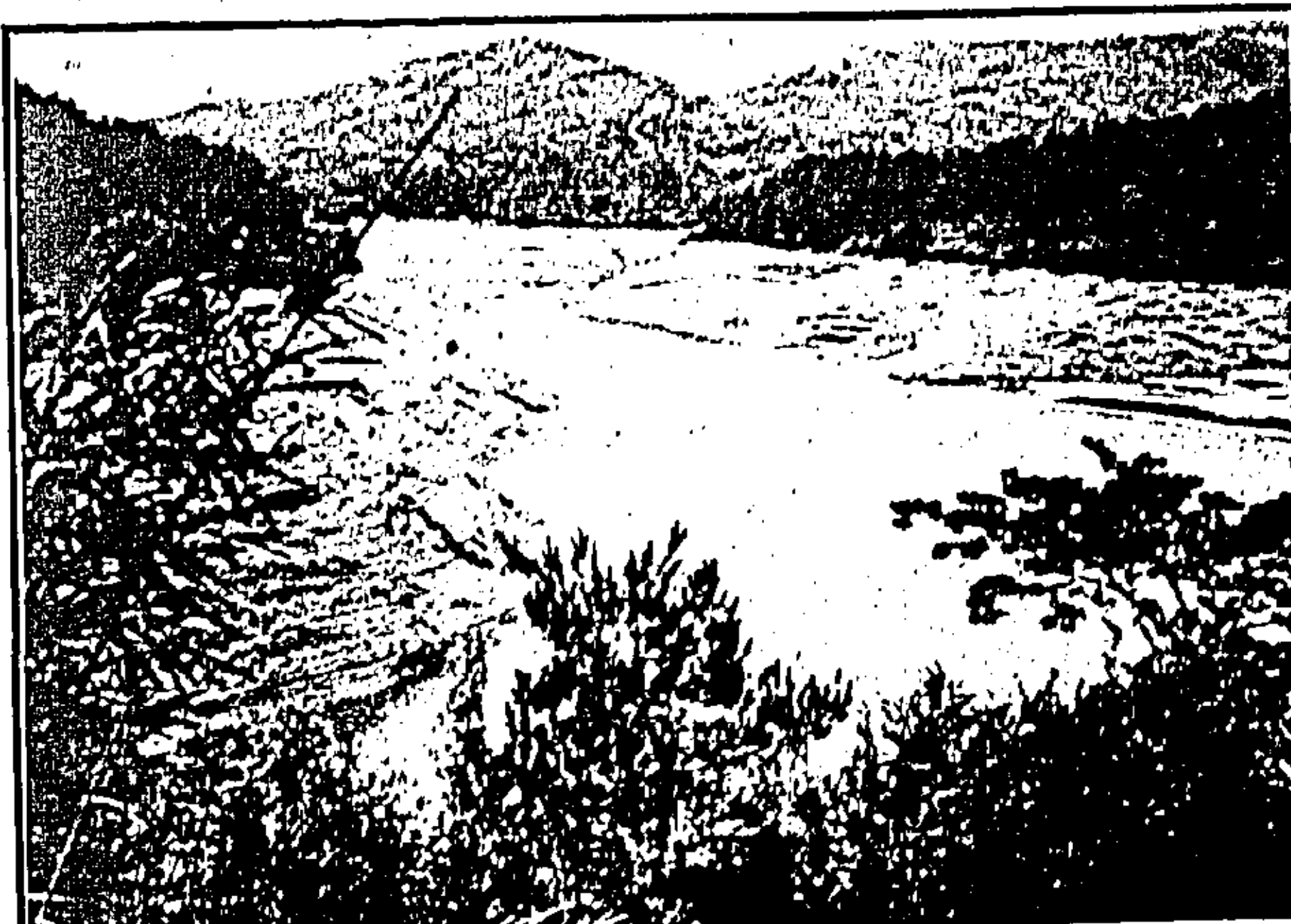
\$1.75 pair

VIYELLA HOSE

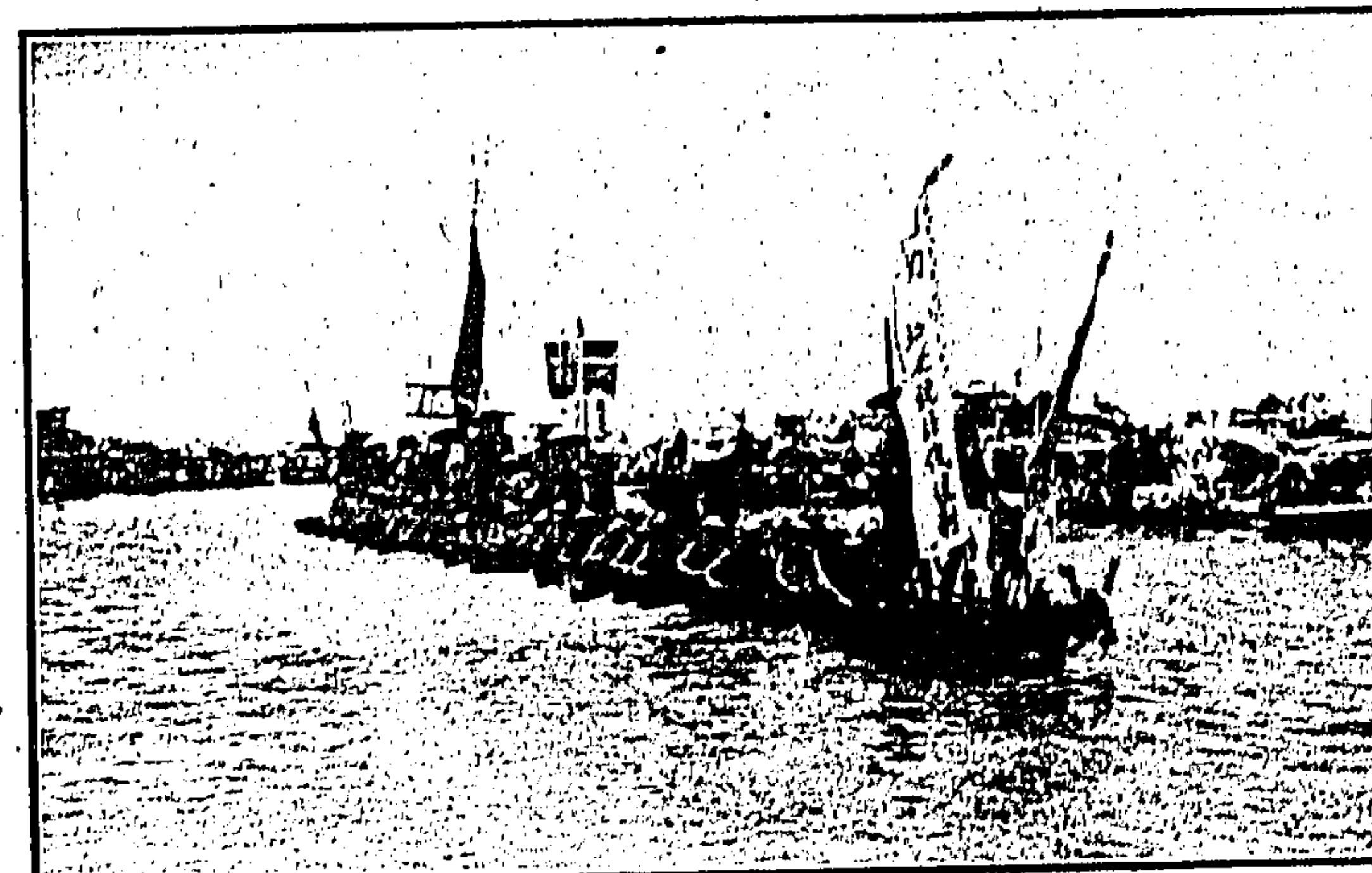
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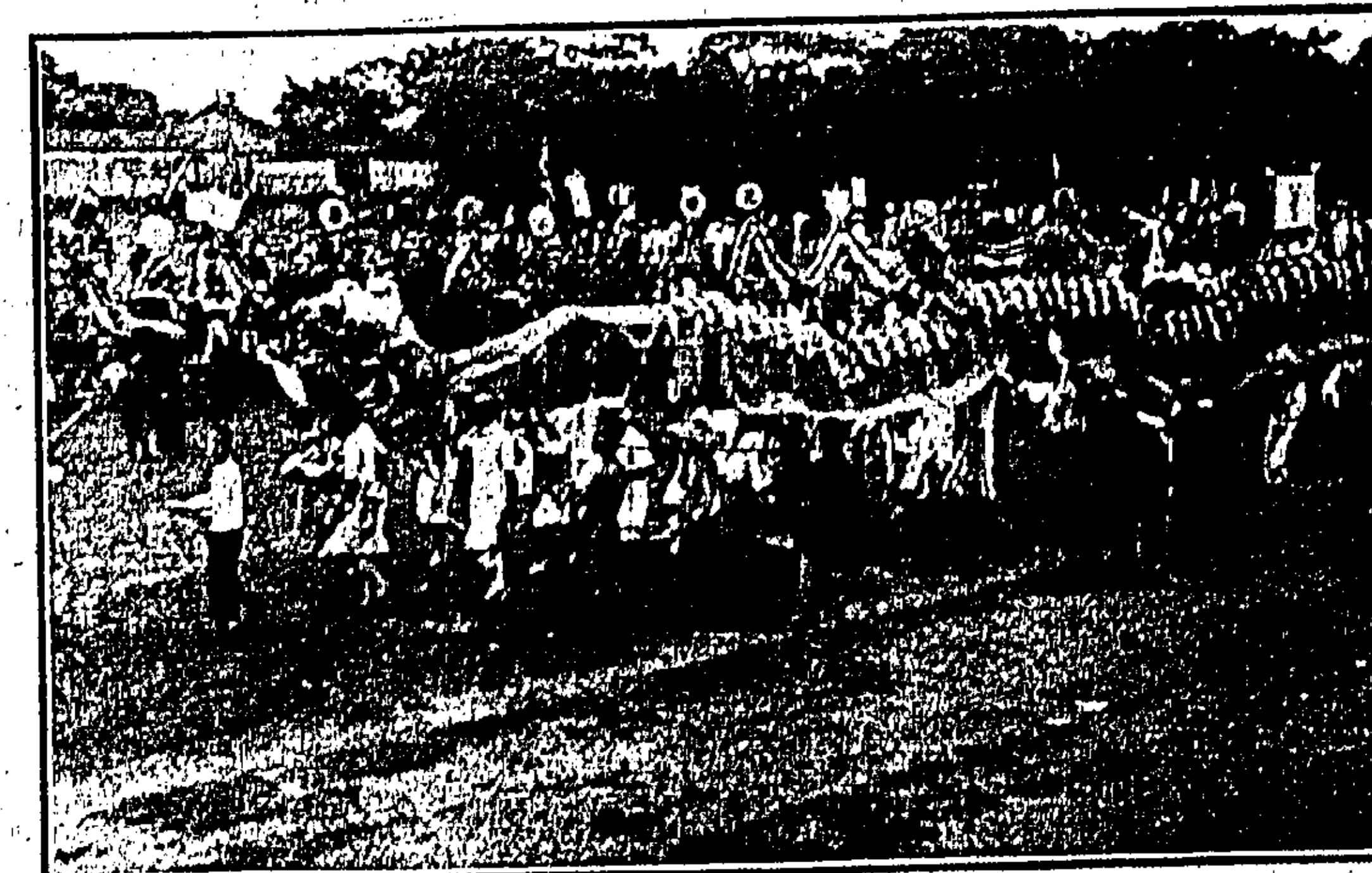
MEN'S OUTFITTING DEPARTMENT.
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These photographs of the Kowloon Reservoir were taken on Thursday of last week. The water level was 43 ft. 1 in. below overflow, as against 1 in. below in 1928.



Foreigners and Chinese alike followed with much interest the Dragon Boat Races at Canton on Tuesday. Here is one of the craft participating. Some boats carried as many as eighty men.



Above is seen one of the big dragons which figured in the Dragon Boat Festival at Canton on Tuesday last. The day was widely observed by large crowds of holiday-makers.